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Volume CCXLIII No. 3151

THE SPHERE

LONDON, October 22, 1960

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With which are incorporated *The Graphic* and *Black & White*

A STATE VISIT TO BRITAIN

The two pictures show King Mahendra of Nepal driving with Queen Elizabeth from Victoria Station, London, and Queen Ratna of Nepal with Prince Philip. The Royal visitors had been met at Gatwick Airport by the Duke of Kent. Among their engagements during their three-day State visit in London the Nepalese ruler and his consort were to attend a number of banquets, drive to luncheon at Guildhall, and receive addresses from the L.C.C. and the City of Westminster. On the last day (October 19) the King and Queen Elizabeth were to review the Brigade of Gurkhas in the garden of Buckingham Palace. At the end of the State visit it was planned that the King and Queen Ratna would set out on a fourteen-day official tour of England and Scotland. On November 1 they are to attend the State opening of Parliament at Westminster. King Mahendra, who is aged forty, ascended the throne in 1955. He has been responsible for the democratic development of Nepal, started by his father after the overthrow of the dynasty of Rana Prime Ministers in 1950

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On her tour of Nigeria Princess Alexandra spent the early part of last week in the Eastern Region. At Port Harcourt she was welcomed by a great gathering of youth organisations and talked with many of the boys and girls present. From there she flew by helicopter to Calabar and laid a wreath on the grave of Mary Slessor, the Scottish missionary, who worked in Nigeria for forty years before her death in 1915, and was popularly known as the "Great White Mother." On the previous day the Princess had taken part in an important event in Nigeria's educational development. At Nsukka, 45 miles from Enugu, the capital of the Eastern Region, she laid the foundation-stone of the auditorium at the new University of Nigeria. Dr. Azikiwe, the Governor-General designate, who is the chairman of the university's provisional council, presented a loyal address. In her reply, the Princess spoke of the high ideals to which the university was dedicated, and expressed her belief that the students would make increasingly valuable contributions in the coming years towards the progress and well-being of Nigeria. In Enugu itself she visited the branch of the Nigerian College of Technology, where she met members of the teaching staff and their families. On October 12, the Royal visitor reached the Northern Region and attended a spectacular joint meeting of both houses of the Northern Nigerian Legislature, in Lugard Hall, Kaduna, the Regional Capital

PRINCESS ALEXANDRA AT PORT HARCOURT. WITH HER IS MR. NJOKU, MINISTER OF TRANSPORT

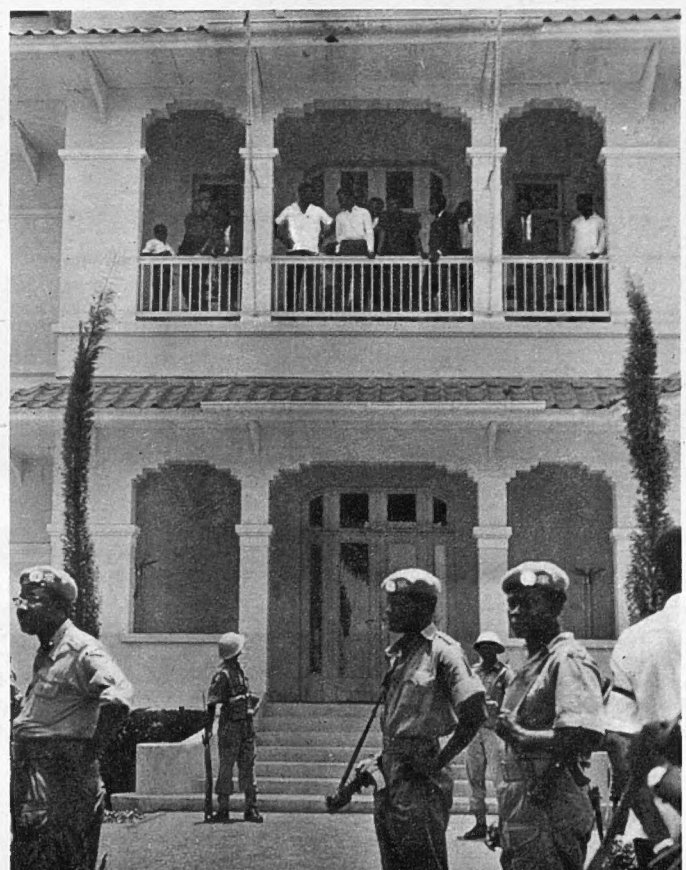
THE PRINCESS AT ENUGU TECHNICAL COLLEGE

Far right: The Duchess of Gloucester talks with women in Horncastle whose homes were flooded during the recent inundations in Lincolnshire. Chairs and other furniture had been put out to dry on the pavement. The Duchess was making the visit as President of the North Midland Region of the Women's Voluntary Service for Civil Defence. She spent three hours in the town and saw some of the rehabilitation work for flood victims being carried out by members of the W.V.S.

A VISIT BY THE DUCHESS OF GLOUCESTER

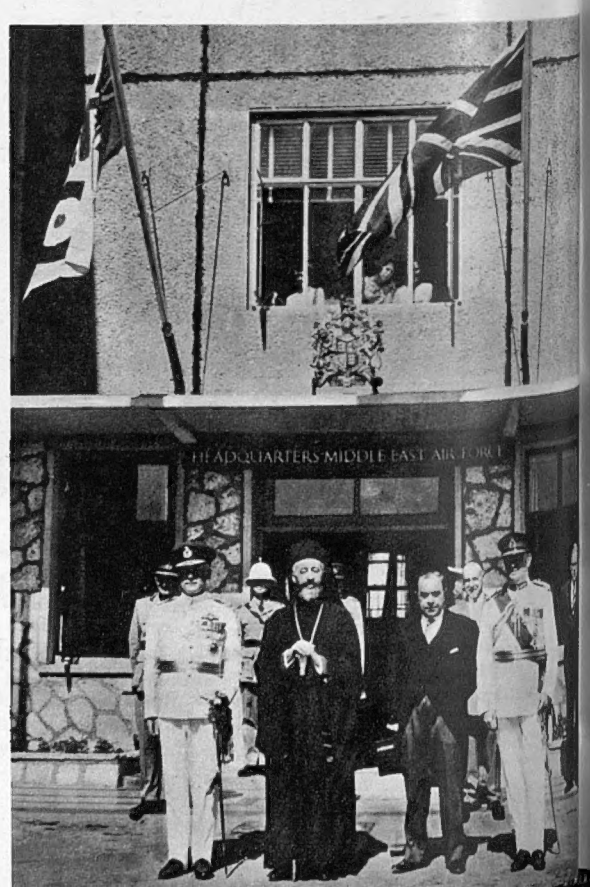
THE MOST CONTROVERSIAL FIGURE IN CONGO

Mr. Lumumba, with his hands on his hips, stands on the balcony of his villa in Leopoldville. Below are some of the United Nations troops guarding the building to prevent Colonel Mobutu's soldiers entering and arresting Mr. Lumumba. In the middle of last week Colonel Mobutu met the U.N. military commanders, and afterwards stated that he had no intention of risking a fight over Mr. Lumumba with the U.N. guards



CYPRIOT LEADERS AT THE BRITISH BASES

Far right: President Makarios and Vice-President Kutchuk are with Air Marshal Sir William Macdonald (left), A.O.C., Middle East Air Force, and General Sir Dudley Ward, C.-in-C., Middle East Command. It was the first official visit of the Cypriot leaders to the British bases on the island. Another visitor to the bases in Cyprus last week was the Duke of Gloucester



THE NEWS IN PICTURES

Traffic flows round the roadworks at the Marble Arch end of Hyde Park, where a quarter of a mile of roadway has been completed under the London County Council's Hyde Park improvement scheme. This is the first phase to be finished. The beginnings of a large roundabout can be seen in the centre of the picture. The familiar wrought-iron gates into the park have been removed. The centre of the roundabout will eventually be in the area where the gates stood and the roundabout is to be landscaped to fit in with the surrounding parkland. Its northern limit will be Marble Arch itself. Work at this end of the Park has been on the roads, while at the other end progress has been made on the underpasses. The contractors for the £5,500,000 development plan, the consortium Cubitts-Fitzpatrick-Shand, have begun underpasses in three places—in Piccadilly, near the Artillery Memorial, and in Knightsbridge. The work is being carried out "piecemeal" to enable traffic to continue to travel freely through the Park

NEW LOOK AT THE MARBLE ARCH END OF HYDE PARK

At a ceremony in Geneva, the United Nations High Commissioner for Refugees presents the Nansen Medal for 1960 to Mr. Timothy Raison. *Right* are Mr. Christopher Chataway, M.P., and Mr. Trevor Philpott. They are three of four members of the Bow Group who originated the idea for the World Refugee Year. For this inspiration they were awarded the Medal. The fourth member, Mr. Colin Jones, was unable to be present

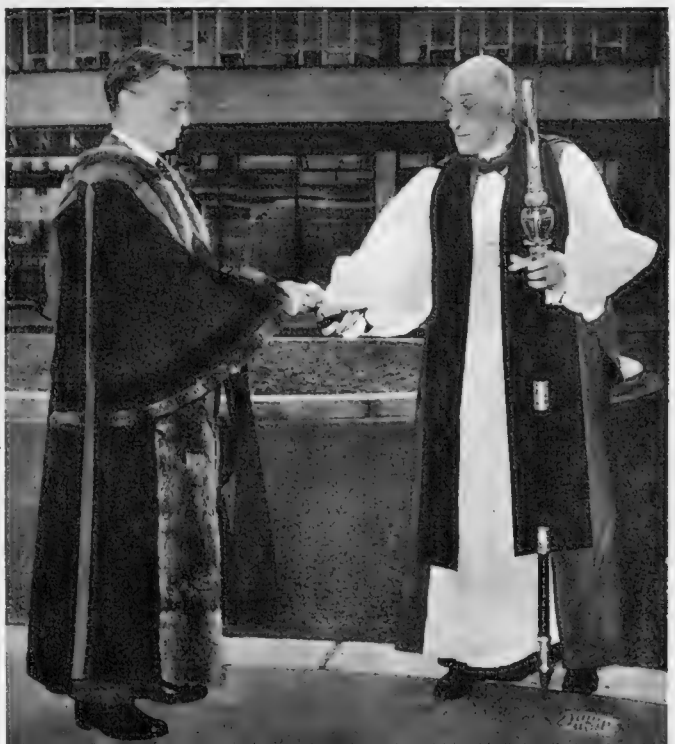
AN INTERNATIONAL AWARD FOR MEMBERS OF THE BOW GROUP

Far right: Marshal Tito is greeted on his arrival at Naples in the liner *Leonardo da Vinci*. He was returning to Yugoslavia from the U.N. General Assembly. From Naples, he flew to Belgrade. In a speech in the Yugoslav capital, Marshal Tito amplified his policy of alignment with other uncommitted nations

MARSHAL TITO IN ITALY

BAKERS' AND BREWERS' NEW BUILDINGS

Outside the new Brewers' Hall in Aldermanbury Square, in the City of London, the Bishop of London, Dr. Montgomery Campbell, is greeted by Mr. F. G. Mann, Master of the Brewers' Company, and a former England cricket captain, when he arrived to bless the building last week. The new Hall is the third to be built on the site, the first one having been destroyed in the Great Fire of 1666, and the second by bombing during 1940. **Far right:** The foundation-stone of the new Bakers' Hall in Harp Lane is laid by the Lord Mayor, Sir Edmund Stockdale, and Mr. W. H. Sargeant, Master of the Bakers' Company. The new Bakers' Hall is the fourth to be built on this site in the City of London, the original one having been constructed there in 1506



THE NEWS IN PICTURES

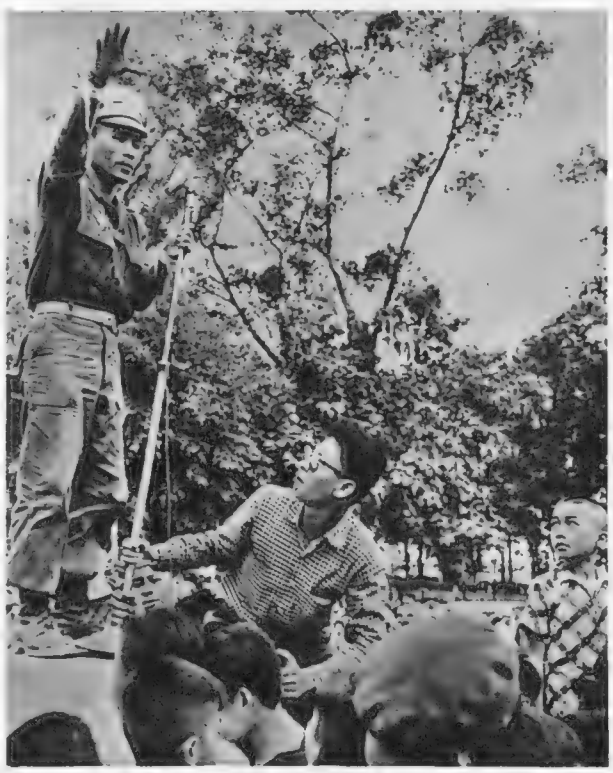
In New York, Mr. Charles Okala, Vice-Premier of Cameroun, leaves the headquarters of the Soviet U.N. delegation after he had called on Mr. Khrushchev. Last week, before the Soviet leader left New York to return to Russia, there were angry scenes in the U.N. General Assembly. Mr. Khrushchev was enraged when a Philippine delegate referred to Russian domination in Eastern Europe. In an acrimonious debate on "colonialism," the Rumanian delegate impugned the impartiality of the President of the Assembly, Mr. Boland, who felt compelled to adjourn the most disorderly session in the General Assembly's history. Mr. Khrushchev's last speech to the Assembly contained a proposal that Soviet charges of U.S. "aggression" by what he termed "spy-plane incidents," should be debated by the Assembly rather than in the Political Committee. It was defeated by 54 votes to 10. Among those against were Cameroun and other African states

A NEW AFRICAN LEADER VISITS MR. KHRUSHCHEV IN NEW YORK

At a military parade in Damascus, General Jamal Faysal, of the United Arab Republic (left), and General Shang Shan Sang, of China, take the salute. The latter had arrived in Syria as the head of the first Chinese military mission to the U.A.R. **Far right:** In Pekin Ferhat Abbas (left), the leader of the Algerian Nationalist "Provisional Government," shakes hands with Chou En-lai, the Chinese Prime Minister. They had just signed a joint communiqué at the end of Ferhat Abbas's visit to the Chinese capital. The Algerian Nationalist leader then left for Moscow. He was in China for the eleventh anniversary of the Chinese People's Republic. China is the only major power which recognises the Algerian Nationalists

INCREASING CHINESE INTEREST IN TERRITORIES IN NORTH AFRICA AND THE MIDDLE EAST

In Vientiane, the capital of Laos, Captain Kong Lae urges negotiations to end the state of civil war in the country. The Captain headed the *coup* in August which led to the establishment of Prince Souvanna Phouma's Government. Last week this "neutralist" regime was still hemmed between the forces of the Communist Pathet Lao in the north and the right-wing forces in the south. Prince Souvanna established diplomatic relations with the U.S.S.R. and announced that he had opened negotiations with the Pathet Lao. The leaders of the movement had stated that the conditions for ending their armed revolt included the establishment of diplomatic relations with Communist countries. As a result of these moves the Thai Embassy in Vientiane was instructed to evacuate Thai subjects from Laos. The acting Foreign Minister of Thailand, Nai Boon Charoenchai, said that it was obvious that in future the Communists would wield much of the power in Laos



A PLEA TO END CIVIL STRIFE

TRIBUTES TO A MEXICAN HERO

Inhabitants of the Mexican city of Morelia, about 200 miles north-west of Mexico City, parade through the streets with floral tributes to their national hero, José Morelos. The hundreds of wreaths were placed round a large statue of Morelos in the city as part of last week's ceremonies marking the 150th anniversary of Mexico's first step towards overthrowing Spanish domination

NEWS SUMMARY

New moves towards disarmament; the problem of Mauritania; Mr. Macmillan and the Monckton Report; threat of famine in China; opening of the Turkish trials; executions in Cuba

INTERNATIONAL

As Mr. Khrushchev flew back to Moscow, Britain, the U.S. and Italy tabled a draft resolution outlining six guiding principles for disarmament in the U.N. General Assembly in **New York.** Britain also circulated a separate draft resolution, in line with Mr. Macmillan's speech last month, calling for a meeting of experts "to examine means of verifying measures of disarmament." In **London** it was learnt that Mr. Macmillan had written to President de Gaulle and Dr. Adenauer giving an account of his talks in New York with Mr. Khrushchev.

Last week the question of **Mauritania** was put on the U.N. Assembly's agenda. The Islamic Republic in West Africa, a member of the French Community, has an area of 322,000 square miles (four times the size of the U.K.) and a population of 624,000. It is due for independence next month. The country's importance lies in its huge iron ore and copper deposits, for the exploitation of which the International Bank has provided a loan. For some time Morocco has claimed Mauritania and, backed by the Arab countries, has brought the matter up for discussion at the U.N.

GREAT BRITAIN

Princess Alexandra returned to Britain last Sunday from her tour of Nigeria.

At the Conservative Party conference in **Scarborough,** Mr. Macmillan in his speech affirmed his belief in the need for another attempt at a Summit, even though the situation had "substantially worsened" since the breakdown of the Paris Summit in May; backed what he called "the main feature" of the Monckton Report, namely that every effort should be made to keep the Rhodesia-Nyasaland Federation in being by implementing the chief proposals of the report; and called on Conservatives to give up "cherishing nostalgic memories." The Prime Minister added: "the excitement, the opportunities and the thrills of what can be done in the second half of this century to my mind are just as great as those seized by our forebears."

Among speeches made by other Ministers at Scarborough, great interest was attached to the declaration by Sir David Eccles, the Minister of Education, that he was planning radically to revise the means test on grants to university students. (At present the sum of any individual's grant depends on the income of his or her parents.) Mr. Selwyn Lloyd, making his first Conference appearance as Chancellor of the Exchequer, admitted that taxation was "still too high" but stressed the "absolute priority" was to keep sterling strong and stable. He was speaking in the shadow of the recession in the motor industry (which is discussed in the articles in the motoring section in this issue of *The Sphere*).

The Labour Party's ranks fell into more disarray with the resignation of Mr. Anthony Greenwood from the Party's Parliamentary Committee (the "Shadow Cabinet") because of his lack of confidence in Mr. Gaitskell's leadership. In weekend speeches several M.P.s declared their loyalty to Mr. Gaitskell but Mr. Ness Edwards, the former Postmaster-General, expressed dissatisfaction with the Party's leadership. The "show-down" in both the Parliamentary Party and Labour's National Executive is expected at the end of this month.

At **Oxford** last Tuesday the University Congregation was to debate the city's road problems. Members were to be asked to favour some form of restriction on motor traffic in the centre of Oxford. This is a return to the so-called "precinct" principle of excluding all but vehicles engaged on local business from the High Street and its environs. The idea was first propounded at least forty years ago. Since then the various authorities in Oxford have considered about 100 road schemes and never been able to agree on them. At the beginning of December, the Ministry of Housing is to hold another traffic inquiry in Oxford. Optimists hope that this will enable the Minister, Mr. Henry Brooke (Balliol), to find a solution. His predecessor, Mr. Sandys (Magdalen), had no such success. Nor did his predecessor, Mr. Macmillan (Balliol).

FAR EAST

Large-scale protest strikes and left-wing demonstrations followed the assassination of Japan's Socialist leader, Mr. Inejiro Asanuma, in **Tokyo** last week. The assassin was reported to be a seventeen-year-old student belonging to an extreme right-wing organisation. Mr. Asanuma was stabbed to death as he was sitting by Mr. Ikeda, the Prime Minister, at a political rally. Earlier this year an attempt, also by stabbing, was made on the life of the then Prime Minister, Mr. Kishi. Murder, or attempted murder, of Japanese political leaders has been a common feature of Japanese history in the present century.

Reports of threat of famine in **China** owing to a bad harvest have been increasing. The Pekin *People's Daily* has declared that drought, floods and pests have caused the most serious situation in the Republic since the Mao Tse-tung regime came to power eleven years ago.

In Kazakhstan, one of the main Asiatic areas of the **Soviet Union,** propaganda sources have admitted that the gathering of the harvest has been delayed owing to bad weather. A good harvest in the East is necessary for the Soviet agricultural economy to balance the poor harvest this year in European Russia.

TURKEY

The mass trial of several hundred members of the former Menderes regime, and their supporters, opened on the island of Yassiada, near Istanbul, on Friday of last week. The indictments alleging "violation of the constitution" took three hours to read. After this, many of the defence counsel claimed that they had not had sufficient personal contact with their clients to prepare their cases. One of the chief defendants, Mr. Menderes, the former Prime Minister, gave brief evidence to the effect that he had, allegedly, been held virtually incommunicado for nearly five months. On the following day the Court heard arguments regarding the Afghan dog alleged to have been sold by ex-President Bayar and his Minister of Agriculture to the Ankara Zoo. Again, defence lawyers asked for further time to prepare their case. The Court was adjourned until Wednesday of this week (October 19). At this session it was understood the case would be heard against the Menderes government for alleged responsibility in the anti-Greek riots in Istanbul in September 1955. (In May 1960, General Gursel headed a military coup and overthrew the Menderes regime, which had been in power for ten years. The General dissolved the National Assembly and promulgated a provisional constitution with himself as Head of State, Prime Minister and Supreme Commander of the Armed Forces.)

Lord Home speaks on Foreign Affairs at Scarborough

The Chancellor of the Exchequer surveys the economy

CUBA

At dawn last Sunday, two Americans were executed by a firing squad, after being convicted at **Santiago de Cuba** of counter-revolutionary activities against the Castro regime. Three days previously another American was among eight alleged "counter-revolutionaries" who were shot. Dr. Castro announced that 382 industrial and commercial companies and all banks in Cuba except two —the Royal Bank of Canada and the Bank of Nova Scotia—would be nationalised. This followed sweeping nationalisation laws passed during the summer. At the same time an urban reform law was approved. Under this most tenants will in five years become the owners of the houses or flats in which they live.

Senorita Teresa Casuso, one of the three Cuban delegates to the United Nations, announced her resignation in New York. She accused Dr. Castro of turning the island into a police state.

A ROUND OF VISITS

King Frederik and Queen Ingrid of Denmark drive through Washington with President Eisenhower

King Hussein is welcomed by Mr. Macmillan

King Bhumipol of Thailand on his arrival at Orly Airport is escorted by President de Gaulle

President de Gaulle speaks at Chambèry

Dr. Adenauer, Herr von Brentano, and M. Debré at Wahn Airport, near Bonn

Signor Segni, Italy's Foreign Minister, calls on President Eisenhower

Several lands were the scenes of visits and diplomatic activity last week. In Washington President Eisenhower welcomed King Frederik of Denmark and Queen Ingrid on a State visit to America. After the many comings and goings of world leaders during the first stage of the United Nations Assembly, it was relief to the authorities to have two visitors who required no special security precautions, for the Danish ruler and his consort are popular wherever they go. Another visitor to the White House at much the same time was Signor Segni, the Foreign Minister of Italy. He had flown from Rome to lead his country's delegation in this week's debate in the United Nations General Assembly on the Tirol question. (See also page 135.)

France also had Royal visitors, King Bhumipol and Queen Sirikit of Thailand. Before their arrival President de Gaulle had toured South-East France for the celebrations marking the 100th anniversary of the plebiscite uniting France and Savoy. In his many speeches he emphasised the need for unity in France. At Chambèry he told his audience: " I am in some measure the symbol and guarantee of it. Events willed it, thus this is the service I can render for the days which remain to me, but which are reckoned." In an oblique reference to the comparison frequently being made between the current divisions in French opinion over Algeria and those over the Dreyfus affair at the end of the last century, the President said " the period of being torn apart, of old battles which nearly brought us to ruin, is finished." Meanwhile, in Bonn M. Debré, the French Prime Minister, was having talks with Dr. Adenauer and Herr von Brentano. A little later Mr. Nehru on his way home from the United Nations, stopped for a short while in Bonn for discussions with the Federal Chancellor and Foreign Minister.

The only monarch to have attended the United Nations Assembly, King Hussein of Jordan, returned to Amman by way of London, where he had luncheon with Mr. Macmillan at Admiralty House. There was little doubt that they discussed the increased tension between Jordan and the United Arab Republic, caused by the recent incident of the death of the Syrian air pilot, Lieutenant Madani. According to Amman, he landed in Jordan, asked for political asylum and later shot himself. The Cairo version of the story was that he had made a forced landing and been arrested, tortured and shot. U.A.R. propaganda sources immediately proclaimed Madani to be " a martyr " and demanded he should be avenged.

Right : The West German Chancellor greets Mr. Nehru

JOHN CONNELL

A NEW AGE IN THE UNITED STATES

By the rare and exemplary standards set by William Pitt neither of the candidates in the American Presidential election is young. But, by conventional, contemporary standards each of them, in his bid for power, has the startling arrogance of a small fag in his first year who strolls into the prefects' room, assumes all the prefects' responsibilities and demands all the prefects' privileges.

Vice-President Nixon is forty-seven years old, Senator Kennedy is forty-three. The man whom they both aspire to succeed, President Eisenhower, is seventy—six years older than Mr. Macmillan and Mr. Khrushchev. Next month President de Gaulle will be seventy, and Mr. Nehru seventy-one. Only in the newly emergent States of Africa, and in Indonesia, are there any major variations from the system of gerontocracy which has been characteristic hitherto of this century. Even if for no other reason, the assumption of office next February by a new President of the United States who is still under fifty is bound to be an event of considerable significance to the world at large. Yet here in Britain—admittedly we have had our own preoccupations and excitements—it seems to me that we have so far paid less attention to this than to any other American Presidential election that I can remember; and I cannot for the life of me understand why, except as a more than ordinarily crass manifestation of our customary insularity. We may suddenly and belatedly wake up to its importance, but without any

In a Washington television studio, Senator John Kennedy and Vice-President Nixon exchange comments after one of their television debates

prepared background of knowledge and without any valid standards by which to assess the merits and the demerits of the rival candidates.

Neither is by any means a nonentity in American politics. They have little or nothing in common except their comparative youthfulness, and a certain cool, calculating and professional attitude towards politics. It is important, I believe, to understand, and to lay stress upon the radical differences between the two men, in character and in policy, rather than the superficial and fortuitous similarities. Each of them is inevitably a man of the future, with his biggest tasks, his biggest challenges ahead of him. For either to succeed the battered, bewildered and deeply humiliated ghost of past greatness that is Dwight Eisenhower to-day is in itself a major challenge. But each, himself, has a past which is not a negligible factor in his claim to the American people's suffrage.

Richard Nixon has been Vice-President for eight years. During that period he has, without doubt, developed in stature, in his own country and in the world at large. His opponents hold that he has not, and has never had, a single original political idea, and that he is a completely hollow man, the product of an ingenious public relations build-up and his own utterly self-centred ambition. They quote, with gusto and very damaging effect, an unguarded answer given by President Eisenhower at his Press conference, when asked for an example of a major idea of Nixon's which he himself had adopted: " If you give me a week I might think of one. I don't remember." They claim that he is so flexible, not only in his political tactics but in his strategy, as to have no firm principles at all. He is not really (as he sometimes used to sound) as reactionary and as rigid as the late John Foster Dulles, his opponents say, nor is he any more genuinely the enlightened liberal than some of his recent pronouncements suggest he may be; he is merely a very vigilant, very astute trimmer, instantly obedient to every breath of the political breeze which brings popularity—and votes.

They add that his political education is, to put it charitably, imperfect, and that he thinks in second-hand, second-rate *clichés*. I must admit that I find it difficult to regard as entirely a suitable claimant to the throne occupied by F.D.R., Woodrow Wilson and Abraham Lincoln (though it has had many odd and many mediocre tenants) a man who, when asked how he prepared for his acceptance address at his Party's convention, replied: " I spent a week reading philosophy and political science and history. Then I sat down and wrote the speech." I am also quite unable to forget my own first impression of him.

During the fall of 1952 I was in Canada. Canadians take the closest interest in their great neighbour's affairs—not unnaturally. Richard Nixon was the Republican Party's candidate for the Vice-Presidency. At some stage in the campaign his opponents accused him of corruptly accepting gifts. There was a big rumpus, made all the more dramatic because one of the Republicans' chief aims was said to be " to clear up the mess in Washington." Nixon decided to speak out in his own defence on a nationwide television hook-up. On the evening of his speech I was in Victoria, in British Columbia. My host took me to call on a friend who, as it happened, had been Provincial Prime Minister until an election a few weeks earlier in which he had been heavily defeated by the Social Credit Party. He was a genial, tolerant man of a philosophical turn of mind.

Appropriately beveraged, we sat in his drawing-room in front of a gigantic television screen. The house looked across a strip of rough grass and a blue and sparkling strait to the coast of the State of Washington, and in the far distance, the great snow-topped peak of Mount Baker. It seemed the greatest pity that Nixon's performance should cut across so splendid a view.

For a performance it certainly was adroit but, to my eyes, very corny. He looked extremely tense; his wife sat with him in the studio, her gaze fixed him, and her mouth set in what I supposed was meant to be a loving, encouraging smile. He talked of her as " Pat," he linked himself with her as " Pat and I," he talked about his war service, about his devotion to his country and his financial integrity. He admitted having accepted one present—" a little spaniel dog, called Checkers " —and at the end of the soap-opera, of course, Checkers trotted into camera.

I would be less disturbed now by this recollection if I had not discovered that the Vice-President is still so proud of this speech that he celebrates the day of its delivery as an anniversary. I cannot feel happy at the prospect of the fate of the free world being in the hands of the hero of a soap-opera.

Senator Kennedy seems to me—his Lindbergh-like good looks apart —a man of profoundly different calibre. He has a first-rate intellect; he is capable of original thought, and he encourages it in others; he has vision and foresight. An American politician who, as early as 1958, vigorously criticised the Administration's political and economic attitude towards Latin America, and in particular towards Cuba, and pointed out that " we can be certain that any vacuum we leave through the instability of our own foreign trade policies will be swiftly filled with the Soviet Union," has the right, not only to say " I told you so," but to be considered most seriously for the great office to which he aspires.

Nixon, it is clear, stands for a continuation, with very minor modifications, of the Eisenhower regime and the Eisenhower policy. Now it is no use blinking the harsh truth, sad as it is for friends of Eisenhower and friends of the United States, that Eisenhower's second term has seen a swift and steep decline in his country's political fortunes, and a virtual abdication of that leadership of the free world which F.D.R. seized and Truman consolidated. A good many of the more competent observers of the American scene have reached the conclusion that the fundamental issue of this Presidential election is: which of the two candidates has the will and the capacity to restore American prestige, power and influence throughout the world, and to exercise all these three with resolution and a vigorous awareness of the responsibilities of leadership?

Either Kennedy or one of his advisers—amongst whom are some of the ablest, most independent-minded men in the United States to-day —coined the phrase, " the New Frontier," whose appeal to the collective memory of the American people is enormous. Kennedy himself has defined the phrase thus: " It sums up not what I intend to *offer* the American people, but what I intend to *ask* of them." A politician capable of such a concept is far on the road to becoming a statesman, and a people which, on such an appeal, elects him its President, is fully capable of recapturing greatness.

A young man shouts and waves during an anti-Austrian demonstration in Rome. **Below:** Near the Austrian Consulate-General the crowd is in violent mood

ANGRY FEELINGS OVER THE TIROL

The South Tirol (Alto Adige) dispute dates from the end of the First World War. Until then the territory was part of Austria. Under the Peace Treaties of 1919 it was ceded to Italy. However, the German-speaking inhabitants continued to regard themselves as more Austrian than Italian, and even Mussolini's attempts at forcibly "Italianising" them failed to make them alter their views. In 1945, after the Second World War, the Austrian Government staked a claim for the return of the Alto Adige to Austria but this was turned down by the conference of the Allied Foreign Ministers. In the past fifteen years the territorial controversy between Vienna and Rome has continued. Now Austria has succeeded in having the Alto Adige question put on the agenda of the current United Nations Assembly. It is understood that the Italian Government would have preferred to take the matter to The Hague International Court.

Last week, as Signor Segni, Italy's Foreign Minister, left for New York, groups of students and other young men took part in anti-Austrian demonstrations in Rome. They burnt an Austrian flag in Parliament Square and police were called out to prevent them marching on the Austrian Embassy and Consulate-General. The organisers of the demonstrations were reported to be neo-Fascists.

b

Three competitors scramble out of the Jordan stream during the annual Eton College steeplechase. It was run this year in extremely wet and muddy conditions

Right: Princess Margaret and Mr. Armstrong-Jones leave the Duchess Theatre, after attending a performance of *The Caretaker*, by Harold Pinter

A London Newsletter

13-15, JOHN ADAM STREET, W.C.2

STORM OVER ENGLAND. It is everybody's business to do anything he can to help to avert the destruction of the world by the H-bomb, and for Britons the destruction of Britain in particular. And whether this can be done best at the U.N., in Summit talks, by unilateral disarmament motions, by marching, demonstrating, spouting or writing, is still anybody's guess. But England can be destroyed and I think is being slowly destroyed, by less spectacular and instantaneous methods, and now that Parliament is about to reassemble and the international and party conferences of the recess are more or less completed, there is work to do *at home* for Ministers and union chiefs, and such like. There is more immediate work which Mr. Cousins might turn his attention to: in seeking, for example, some solution to the wildcat strikes which for so long have bedevilled industrial relations and seriously damaged our hopes of maintaining our trade position in the face of increasing competition. That is presumably a job he is paid to do in priority and should at least receive as much of his attention, as a paid employee, as such larger issues as the restoration to public favour of the Labour Party or the defence policy of the Opposition. Parliament and the Ministers also should lose no time in getting down to home-produced brass-tacks; and to mention one of the most topical little domestic matters which require tardy attention is the age-old problem of flooding after abnormal rain. The Devon and other rivers have been uncontrollable and unpredictable for centuries, and certainly an autumn which has given a normally dry county such as Hampshire 20 ins. of rain in three months and eight days is abnormally wet. But if science, to which all governments pay priority deference, can produce an H-bomb, or experiment in space travel, it could be invited to devise means at last to avert the tragedy that has so long fallen on thousands of householders whose homes have been turned into muddy ruins and whose lives are continually threatened with the miseries of refugees; and that in a highly-praised Welfare State and affluent society.

MORE WORK TO DO AT HOME. There is much other work ahead for a Government which has been in power for over a year and has seen its Opposition and rival still further disintegrate. It is time for it to take courage and pay some attention to its election promises. It should examine the unfair discrimination in tax burdens thrown on its firmest supporters. It should have the courage at last to ensure that *all* classes in our affluent society who can well afford to pay for them, shall share more equitably in the benefits of the Welfare State. Why should free school meals and milk still be a charge on the few, when the many can well pay for these benefits? Why should subsidies on council houses enable the beneficiaries to buy bigger cars? And when are serious examinations to be set on foot with a view to reducing the crippling taxation on estates and the new-poor rich? Some of these matters, which worry the more liberal and progressive rank and file of the Tories, were ventilated at their Conference. But whether they were pressed sufficiently to spur the Government to cash Election promises and to remember domestic affairs in their absorption on international affairs, I do not know. But a Government with a handsome majority can lose ground as quickly by its own lethargy as by the activities of a strong and resolute Opposition. It is high time for a Conservative ginger group to play the part of a Parliamentary Opposition, if Mr. Macmillan's Government is to maintain its great prestige in this country. The Tory Conference at Scarborough gave some indications that Ministers appreciate the point.

GREAT ISSUES AND PERSONALITIES. A nation such as ours is to-day has many loyalties. To Christianity, to the freedoms to which it is pledged, to its people, to its

A PRACTICAL SUGGESTION FOR A CHRISTMAS PRESENT

The Christmas season is approaching. For those who are thinking of a gift which will have a lasting value—to relatives, friends or business associates at home and abroad—a subscription to "The Sphere" is recommended. The weekly comprehensive pictorial coverage of world news, with its special emphasis on the Commonwealth and Industry, and its informed articles by expert writers, will appeal to the busy man or woman of affairs in the professions or industry wherever they are.

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The 37,000-ton tanker *Foyle* is the largest ship launched by Charles Connell and Co. Ltd. at their yard at Scotstoun, Glasgow

allies and to its pledged word in defence of its principles. Both Mr. Gaitskell and Mr. Cousins declared that in backing their resolutions on nuclear defence they were speaking for Britain, and it might be possible to argue that Mr. Cousins stood firm on the loyalty to Christianity and Mr. Gaitskell on the loyalty to the free world. The vital issue—the H-bomb—is so foul a thing that it is attractive to accept the view that a Christian's duty is to fall into the hands of God rather than to compromise with the devil. But the other view argues that the Christian's choice is a betrayal of the loyalty due to millions of human beings of weaker religious faith. So vital is the issue that every one of us should try to exclude the prejudices evoked by trivial matters, such as the faces, the voices, the gestures of speakers on either side. For my part, such is my loathing of this infamous weapon, that I am "almost persuaded" to be strong in the faith and elect for Christian martyrdom when the Christian case is presented by one whose oratory raises no trivial hackles. It was, I suppose, clear proof of a man allowing trivialities to befog a great issue, that when I heard and saw Mr. M. Foot speaking in the great debate at Scarborough, his face and voice, his screams and gestures, weakened my resolve for Christian martyrdom, dignity and submission to the will of God, and made the H-bomb momentarily seem a less hideous thing than strident over-emphasis of its badness and madness. Yet Mr. Foot's arguments *read* as well as those of other speakers of his persuasion, and were well received by his supporters.

"WHEN LOVELY WOMEN. . . ." In the Edwardian era, beautiful women were plentiful and, in the upper class, publicised. Perhaps they earned their publicity, for they alone were able to keep their natural beauty despite the handicaps of hideous and tasteless and shapeless hats and garments which Fashion dictated they must wear. The merely pretty women were completely submerged by Fashion's exuberant vulgarity. Young women to-day who glance back at Edwardian fashion-plates rub their eyes in wonder that their grandmothers could have been such fools and slaves, even if they concede that women dress, not for male admiration but for the envy of other women. Since the Edwardian era, women have triumphantly won equality with men in public life and service; yet it seems that contempt for the folly and slavishness of their grandmothers in matters of dress is not justified. Take the little fashion of bayonet heels. The mere man cannot regard as a reasonable being a girl who, to be in the swim, will totally disregard undisputed medical evidence that the use of bayonet heels will inevitably, in a few years' time, turn her feet into hideous, deformed, clinical exhibits, too revolting to look at; and will limp and hobble and twist her ankles in order to keep up with Fashion. "I weep for you," the old walrus in the club armchair says, "and do *not* sympathise. Despite all the progress of your sex, you are a good deal sillier than your grandmothers." They at least kept their toes, if not their heads. If they sacrificed their good looks for fashion's sake, they did not sacrifice their health.

Sir Miles Thomas, chairman of Monsanto Chemicals Ltd., listens to an explanation of an Ilford multi-printer, capable of turning out 1,000 prints an hour. He had just opened the Industrial Staff and Cine Photographers' Conference of the Institute of British Photographers. This was held last week at the Central Hall, Westminster

LONDON COMES BACK TO BUSINESS. *The Times* Law reports are my favourite reading in the daily Press and I am always glad to return to them. The judges return before the M.P.s each autumn and the reports of their judgments and wisecracks always make more worthwhile, interesting and dignified reading than do the reports on Parliamentary business. But, then, in youth I studied the law; while neither in youth nor old age was I a student of politics. For a short time, then, I have the judges to myself and need not perpetually wonder why those who administer the law seem so much more mature and dignified than those who make it. There are other seasonal signs that London is back to business. Official dinners and luncheons fill the social pages (and the guests) to bursting and the club bedrooms have most of them a waiting list for bronze and red-necked men. Even the fox-hunters can spare a day or two from cub-hunting to attend a dinner in London and see their tailors or saddlers. The parks are still green, if the plane tree leaves have fallen in the Square gardens. And even now, in a London, strident, congested, frustrating and maddening, some scintilla of the old excitement of London returning to its business and importance, its early fogs and bright lights, can still be sensed even by elderly men who still remember London's late autumn charm in Victorian and Edwardian days.

THE OLD STAGER

John Wayne (Davy Crockett) leading the Tennessee contingent

ENTERTAINMENT

THE ALAMO

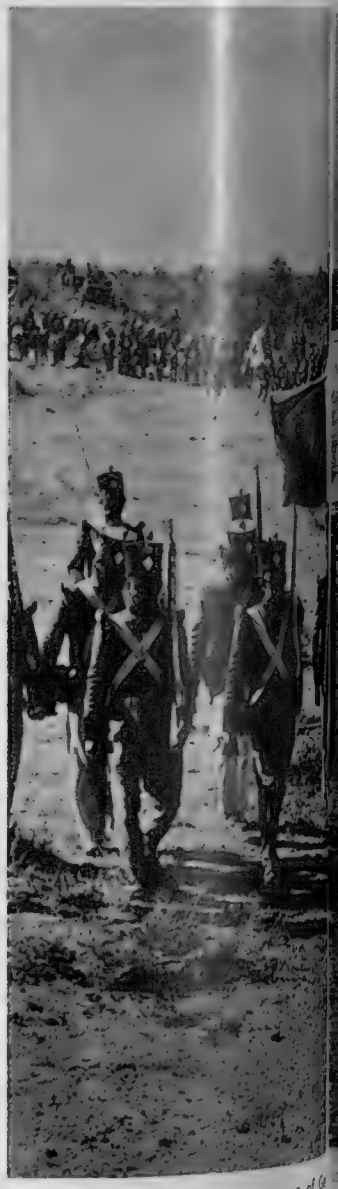
Its première is at the Astoria Cinema on Thursday, October 27

Laurence Harvey as Colonel William Travis

This massive film, made in Todd-AO and Technicolor and released through United Artists, is the story of a battle during the war between Mexico and Texas. It was one of the most colourful and heroic episodes in American history. The Alamo, named after a grove of cottonwood (alamo) in which it stood, was originally a Franciscan Mission in the small town of San Antonio; it later became a fort. The place was the centre of Texas's fight for independence from the military tyranny of Mexico's General Santa Anna. In 1836, he collected a force of several thousands of Mexican troops. The Texan leader, General Sam Houston, rode north to raise, in turn, an army, leaving the Alamo defended by a small group under the command of Colonel Travis, and Jim Bowie, a frontiersman whose name is perpetuated in the Bowie knife. They were joined by a small group of men from Tennessee, led by Davy Crockett (of the coonskin cap).

In all, 185 men defended the fort for thirteen days against the Mexican Army. Ending in vicious hand-to-hand fighting, the struggle saw the death of all the defenders. *The Alamo*, the most expensive picture ever made in the U.S., is directed by John Wayne, who also plays Davy Crockett. For most Americans, the Alamo is the symbol of a heroic past, of the brave world of the frontiersman, and the film, a labour of love by John Wayne, is much more than just a Western.

John Wayne (Davy Crockett) thanks Richard Widmark (Jim Bowie) after he has been attacked by hoodlums in San Antonio

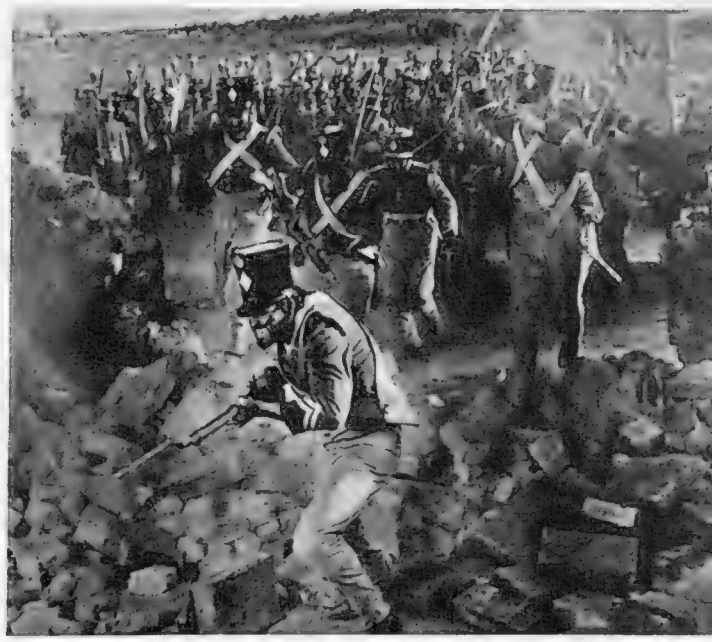


A contingent of Mexican troops of Ge

Colonel Travis on horseback (right) musters his men before the battle of the Alamo starts

Santa Anna on the march to San Antonio

In the Cantina (dance hall) at San Antonio before the battle



The Mexican troops break through the stubborn defences

THE VOICE OF THE COMMON

CANADA

The Prime Minister of Canada, the Rt. Hon. John G. Diefenbaker, announced, on October 11, the most important changes in his Cabinet since the present Conservative Government edged into office three years ago (111 seats out of 265) and, riding on the crest of a nationwide tide, rolled back into office the following year with a majority unprecedented in Canadian history (208 seats out of 265). The changes are broadly based, ten Government departments will have new heads as six former ministers shift to new portfolios and four new men enter the Cabinet for the first time. One new portfolio, Forestry, has been added, bringing the total Cabinet strength to twenty-four.

Perhaps the most important changes are in the key departments of National Defence and Trade and Commerce. The former Defence Minister, the Hon. George Pearkes, V.C., is leaving the Cabinet to become Lieutenant-Governor of British Columbia. Mr. Pearkes will be succeeded as Defence Minister by the Hon. Douglas Harkness, former Minister of Agriculture. The former Minister of Transport, the Hon. George Hees, becomes Minister of Trade and Commerce in the place of the Hon. Gordon Churchill, who becomes Minister of Veterans Affairs and also Chairman of the Privy Council Committee on Scientific and Industrial Research. The Veterans Affairs post was recently made vacant by the appointment of the Hon. Alfred Brooks to the Senate.

The new Minister of Agriculture will be the Hon. Alvin Hamilton, up to now Minister of Northern Affairs and National Resources, in which post he has been succeeded by Mr. Walter Dinsdale, forty-four-year-old Member of Parliament for Brandon-Souris, in Manitoba. The Transport portfolio is assumed by the Hon. Léon Balcer, previously Solicitor-General, whose portfolio has been taken over by the Hon. William Browne. Two other newcomers to the Cabinet are Mr. Noel Dorion, fifty-six, Member of Parliament for Bellechasse, in Quebec, who has assumed the vacant portfolio of Secretary of State, and Mr. Ernest Halpenny, fifty-seven, Member for London, Ontario, who enters the Cabinet as Minister Without Portfolio. The Hon. Hugh John Flemming, former Premier of the Province of New Brunswick, whose government was recently defeated, enters the Cabinet as Minister of Forestry, a new Cabinet post resulting from the approval at the last session of Parliament of the setting up of a Federal Department of Forestry. He will attempt to win a seat in the House of Commons in a New Brunswick by-election at the end of this month.

Mr. Churchill, Veterans Affairs Minister

Mr. Hees, Minister of Trade and Commerce

Mr. H. J. Flemming, Minister of Forestry

Mr. Harkness, Minister of Defence

SOUTH AFRICA

The great question which hangs over the Union to-day is whether the coming Republic is, in fact, going to unite Afrikaans- and English-speaking South Africans. That it will has always been the Government's claim, their argument being that national unity was impossible while loyalty was divided between a Monarchy and a Republic. On the other hand, Opposition parties contended during the referendum campaign that a Republic would divide the two sections of the European population still further.

Now that the issue has been settled, what are the prospects? First indications certainly give no cause for pessimism. In Natal, it is true, there is bitter disappointment, and this is very natural in view of the huge majority against the Republic—135,600 votes in a total poll for the province of 177,900. However, this was anticipated and it must be judged against the broad background of sentiment through the country as a whole.

In each of the other three provinces and in South-West Africa there was a majority of votes for the Republic. This is significant—but even more so, perhaps, was the spirit in which the votes were cast. It is generally conceded that, despite the unprecedented poll of over 90 per cent., the atmosphere at the booths was one of determined rivalry and not bitterness.

The Prime Minister made special reference to this in his national broadcast immediately the result was known. He said that the good-natured conduct of the electorate had demonstrated that the call to group emotions and prejudices in South Africa could no longer rouse antagonism as before; and that the voters generally had " approached this great problem with a maturity wonderful to behold."

The same view was expressed by leading opposition newspapers. The *Rand Daily Mail*, outspoken critic of the Government, described polling day as a day South Africa could be proud of and expressed the hope that the spirit of the referendum would be carried into the future. A front-page article by the editor ended with these words: " We shall try not to prejudge them or to obstruct them (the Government). We shall continue to criticise where this is just and necessary. We shall also continue to state our own alternative viewpoint, because we believe more firmly than ever that it must in the end prevail. But meanwhile we say to the Republicans, with genuine understanding of what their success means to them: '*Mooi skoot, hartlik geluk en alles van die beste in die republikeinse toekoms.*' " That means " Good shot, hearty congratulations and all the best in the Republican future."

The *Rand Daily Mail* has always been one of the most outspoken and forthright of South Africa's English newspapers. If it can speak in this voice now, then indeed there is great hope for the new Republic.

CEYLON

Ceylon is accelerating the pace of industrial growth, and the recent Budget has provided for a substantial expansion in industrial investment. Provision for new capital investment in industry has been stepped up to Rs.56,100,000 (about £4,200,000) for the new financial year beginning this month, against Rs.29,600,000 voted for the last year.

Four major industrial projects—two sugar factories, a spinning mill and a chemical plant—were completed recently. The funds earmarked for the new year will go both into new projects and into expanding production in already-developed fields. The capacity of the spinning mill is accordingly to be doubled, and a weaving and finishing mill will also be established. Provision has also been made for expanding cement production: the capacity of the island's first cement plant is to be increased from 80,000 to 250,000 tons a year and a second plant is to be set up with a capacity of 200,000 tons. Equipment is to be installed to refine raw beach sand now being extracted on Ceylon's east coast. The refinery will produce ilmenite, rutile and zircon for export.

Project reports have been completed for three new enterprises: a motor-car tyre and tube plant; an iron and steel mill and a nitrogenous fertiliser plant. Plans and estimates are being prepared, and funds have been provided for the preliminary expenses of these three projects which will principally meet internal demand. The expansion of salt production also features in Ceylon's industrial plans. Ceylon has hitherto produced enough salt for its own needs: it is now planned to export salt. It is also hoped to find a market for certain by-products of salt manufacture—*e.g.*, borax, bromine and magnesium.

The island's resources of kaolin are to be exploited by the setting-up of a kaolin refinery, while the capacity of the ceramic plant is to be expanded. Provison has been made for increasing the output of paper from the island's first paper mill. The Government has announced other measures to assist small industrialists. One of them is the creation of a Small Industries Service Institute which will

WEALTH

Cabinet changes in Canada; South African Referendum; Ceylon's industrial expansion; Dr. Nkrumah condemns a "pernicious report"; Nigeria's foreign policy

The items in "The Voice of the Commonwealth" are contributed and do not necessarily reflect the views of the Editor of "The Sphere"

conduct surveys of particular industries, organise training courses, give technical information and advice and assist in marketing products of small-scale and handicraft industries.

GHANA

President Nkrumah could hardly have been more categorical in denying the alarming report that Ghana was planning to take over all foreign firms within three years. The report, he said, was "pernicious and wicked." During his absence in America, statements on Ghana's economic policy had been made by "unauthorised persons and organisations." The false report was "calculated to damage the reputation and good faith which Ghana has built up." The President went on to list the advantages which foreign business brought to Ghana ("the Government receives through Company tax eight shillings in every pound of profits—equivalent to a 40 per cent. non-voting shareholding, for which the Government invests no capital"): and he was firm in recognising the needs of overseas businesses ("they have a duty to their shareholders, to protect their investment and provide dividends").

Such sentiments, plus some straight talking about foreign capital tending to go where it feels it is welcome, should set at rest the many minds which were disturbed by the original reports. Yet in speaking as he did, Dr. Nkrumah was only reiterating what he, and his fellow-Ministers of the Convention People's Party, have been saying since they came to power nearly ten years ago.

The political pattern which has evolved in that time has been a socialist one. By general consent, this seems best suited to the needs of an emerging African nation with an almost classless society. But Ghana's form of socialism is necessarily a long way removed from the doctrines of Left-Wing movements in Europe.

For one thing, the country is faced with a huge programme of development. (The current Five-Year Plan could cost as much as £342,000,000.) The Government is realistic enough to recognise that this will need not only goodwill from abroad, but capital and technical know-how as well. And it has said so, over and over again.

Thus Dr. Nkrumah in March 1954: "It will be many years before we will be in a position to find the capital and experience to develop and manage new industries. We must therefore rely to a large extent on foreign enterprise and the Government is anxious to give it every encouragement."

Mr. Ako Adjei, Minister of Trade and Labour, in May 1955: "The Government recognises that outside assistance in capital and technical assistance will continue to be needed for a long time, and cordially invites businessmen from overseas to examine the possibilities of our market."

Mr. Kojo Botsio, Minister of Commerce and Industry, in May 1957: "Ghana cannot grow in isolation. Considerable outside assistance will be needed from investors and technical experts for a long time."

Neither has it only been a matter of words. The 1959 Budget of the Finance Minister, Mr. Gbedemah, contained many special measures —mostly concerned with taxation relief and company law—which were specifically designed to attract foreign investment and protect new industries. Dr. Nkrumah's reassurances were therefore a reflection of a consistent policy. It is a matter for regret that he had to make them at all.

NIGERIA

In his speech on the occasion of the admission of Nigeria to the United Nations, the Federal Prime Minister, Alhaji Sir Abubakar Tafawa Balewa, laid down the four principles which are the basis for Nigerian policies in international relations. These are, he said:

"First, it is the desire of Nigeria to remain on friendly terms with all nations and to participate actively in the work of the United Nations Organisation.

"Secondly, Nigeria, a large and populous country of over thirty-five millions, has absolutely no territorial or expansionist intentions.

"Thirdly, we shall not forget our old friends and we are proud to have been accepted as a member of the Commonwealth, but, nevertheless, we do not intend to align ourselves as a matter of routine with any of the power blocs. We are committed to uphold the principles upon which the United Nations Organisation is founded.

"Fourthly, Nigeria hopes to work with other African states for the progress of Africa and to assist in bringing all African territories to a state of responsible independence."

Regarding Congo, Sir Abubakar said that Africa must not be allowed to become a battleground in the ideological struggle; for this reason the Congo situation must be a matter to be dealt with primarily by African states at the political level. He suggested a fact-finding Commission, from which the great powers would be excluded, to examine the causes of the present Congolese crisis. He stressed the importance of the training of the Congolese to administer their country and hoped that Nigeria and other African countries should find places in their secondary and technical schools for some hundreds of Congolese boys. African states should combine to give help of all kinds to Congo and they should be given full backing in this by the United Nations.

From the left are: Mr. de Soyza, High Commissioner for Ceylon in Britain; Mrs. de Soyza; Senator Fernando, Ceylon's Minister of Justice; Mrs. Fernando; Sir Eric Harrison, Australian High Commissioner, and Lady Harrison. They were at a reception given in London by Mr. de Soyza

At a reception at his residence in London, Tunku Ya'acob (left), the Malayan High Commissioner, and his wife stand with Tun Abdul Razak, Deputy Prime Minister of Malaya

Voters queue in Johannesburg to poll in the South African Referendum

During the Queen and the Duke of Edinburgh's Scottish tour, Her Majesty opened the new £36,250,000 electricity generating station at Kincardine-on-Forth. The Queen and Prince Philip are seen inspecting the control centre of the power station. In full production, it will provide one third of all the electricity generated in Scotland

Prince Philip arrives to open the new School of Agriculture at the University of Edinburgh

During his visit to the School of Agriculture, the Duke of Edinburgh talks to overseas students

Queen Elizabeth talks to a student from Sierra Leone at the Scottish Police College at Tulliallan Castle, during her visit to open a new extension, consisting of dormitory and classroom blocks, to the police college

On a unique historic visit to Edinburgh, the Queen and the Duke of Edinburgh leave the General Assembly of the Church of Scotland, passing a statue of John Knox, who was the leader in the establishment of Protestantism in Scotland in 1560. On the 400th anniversary of the Scottish Reformation, the Queen and the Duke attended a service in St. Giles' Cathedral. After this Her Majesty addressed a special session of the General Assembly in the Assembly Hall, the first sovereign to do so since the union of the crowns of England and Scotland in 1603. Also, the Queen was the first sovereign to have the Secretary of State for Scotland as her purse-bearer. Constitutional experts had decided that he was the natural successor to the Lord Chancellor of Scotland.

It was a day of pageantry and a time of warm welcome by Edinburgh for Queen Elizabeth and Prince Philip. They were officially in residence in the Palace of Holyroodhouse. Before the ceremonial in the capital, Queen Elizabeth formally opened the Queen's Bridge at Perth over the River Tay. She cut a blue ribbon at the bridge, using the scissors which were used at the opening of the old Tay Bridge sixty years ago. The Queen's visit saw a period of historic anniversaries—the ceremony in Perth took place exactly 750 years after the granting of the Royal Charter to the city by King William of Lion.

(Further pictures on following pages)

HISTORIC DAYS IN SCOTLAND

The Queen and the Duke of Edinburgh are preceded by the Secretary of State for Scotland, as they walk in procession through the courtyard of the Assembly Hall in Edinburgh. At the salute are gentlemen of the Royal Company of Archers, the Queen's Bodyguard in Scotland

HISTORIC DAYS IN SCOTLAND

Left: On the saluting base of the new Queen's Bridge over the Tay, at Perth, the Queen and Prince Philip are with the Lord Provost, Mr. J. T. Young. The Queen took the salute as the massed pipes and drums of the Black Watch, 51st Highland Division, Perth and District Pipe Band, and Perth Branch of the British Legion marched across the bridge. *Right:* The Duke of Edinburgh is presented with a silver model of the bridge

In the General Assembly, the Moderator, the Right Rev. Principal J. H. S. Burleigh, reads the address of welcome.
Below, right: The Queen and the Duke of Edinburgh leave the Royal Pew after the service in St. Giles' Cathedral

BRIAN VESEY-FITZGERALD

THE VILLAGE SHOPKEEPER

Writing in 1938 I committed myself to the following :

" The greatly-improved road system has meant that the town can now serve a bigger rural area. The trader was not slow to take advantage of the opportunity. Of course, the travelling salesman has always been one of the features of village life, and it might well be thought that the town traders' van is not so very different from the travelling salesman, if, indeed, it is different at all. But the travelling salesman (he has pretty well disappeared now except in very isolated districts) was a man of character. He had to be. He was, almost invariably, much more than a salesman: he was also a counsellor, a friend and a newspaper. He was the village link with the big world. The traders' vanman is rarely a personality. He is not a counsellor or a friend or a newspaper. He hardly knows a single one of his customers. He has not the time. He works to a time-sheet, and he has to hustle to keep to time. He brings, it is true, a much wider variety of goods than the travelling salesman used to do, and he provides a better service. But his effect on the village is by no means all to the good. He is slowly but surely killing the village shopkeeper.

" The village store was also the village club, as important to the women in the life of the village as the pub is to the men. It stocked everything, including gossip and news. The urban trader is too strong an invader, and though the village shopkeeper puts up a really strong fight, he is quite surely doomed; for he has to compete not only with the urban trader but also with the latter's very powerful competitor, the ' club.' There have been clubs for ages past, of course. They were, broadly speaking, insurance clubs or saving clubs, thrift clubs. The modern club is different. They are of many types and the club agent is extraordinarily ingenious in suggesting convenient methods of payment. The club movement is spreading with astonishing rapidity. It encourages spending, not saving. Village people, though they will join a club willingly enough (over-persuaded by cunning advertising and loquacious agents), seem to be vaguely disturbed by the whole thing, for it is very difficult to get them to talk freely about it. However, with competition from the urban trader and the club, one thing is certain: the writing is on the wall for the village shopkeeper."

That ought to teach me not to stick my neck out. The village shopkeeper is very much alive. The village shop flourishes as never before. In fact, there has, as Monica Hutchings has so wittily put it, been a " counter-revolution." But, though this is true, the pre-war village shopkeeper has virtually disappeared and the pre-war village shop has changed out of recognition. The village shop of my childhood was run by a steel-spectacled old lady. I think that this was broadly true of the village shop of thirty years or so ago: you have but to read the rural novelists of the time.

A general store-cum-post-office in a village in Wiltshire

A Miss Wells owned the village shop of my childhood, and I remember her very well. She did not wear steel spectacles, but she was elderly and never seemed to get any older, prim and rather sour. She always wore a high-boned collar with a narrow black velvet band round the top. Miss Wells ran the village shop entirely by herself. This was no mean achievement, for not only did she sell sweets, buns, biscuits, cheese, tobacco and cigarettes, but also cottons, wools, elastics, buttons and braces and cakes, stamps and postal orders. For she was also the post office. She kept her stock in mysterious cardboard boxes and weirdly-assorted tins and glass jars, piled high on the counter and on the shelves behind and also on the floor. I remember her as a ferociously accurate fly-swatter, but I also remember that her shop always smelt of cheese and broken biscuit. She and her like had not a chance in competition with the mobile grocery from the neighbouring town and the persuasive tongue of the club agent.

But for the war I think that the mobile shops, owned by urban traders and co-operative societies, and the clubs would have swept the village shop out of existence. As it is, the clubs appear to be in full retreat. Higher wages and hire purchase have done away with the necessity for putting a shilling a week, or something like that, into a club. In those parts of the country which I know best only the mobile butchers'-shops seem to be really successful. The mobile grocery seems to me to be fighting a losing battle. In some parts of the country they have conceded defeat and they have virtually disappeared. All this because a new type of shopkeeper has come into the villages.

The village shop is no longer run by a prim old lady. No doubt, there are still a few such shops: but, during the past six months, when I have been paying a good deal of attention to this question of the village shop, especially in the south and west of England, I have not come across one. Village shops nowadays seem to be owned by young or young middle-aged couples, most of them townspeople by origin, who have found that here is a satisfying way of life, a home and a good livelihood in return for real hard work.

I have been astonished by the number of village shops I have come across recently owned by ex-Servicemen, officers and non-commissioned officers. In my childhood shop, for example, Miss Wells has been replaced by a lieutenant-colonel: what was the village shop, round the corner from where I now live, is run by an ex-major. Both are former regulars. They show an initiative which I have not hitherto connected with the retired regular Army officer, and a wonderfully refreshing adaptability and lack of class-consciousness.

The new village shopkeeper has brought new ideas with him. The traditional stock is still kept; you can still buy everything from bulls'-eyes to bootlaces. But you will now find, even in quite small villages well off the beaten track, a deep-freeze and an ice-cream cabinet, pre-packed foods and as wide a range of tinned goods as you will find in any market town grocery. (In a small Wiltshire village the other day I found *pâté de foie gras* and mangoes!) These goods are presented in spotlessly clean and brightly decorated shops.

Moreover, many of these village shops run a small van and are eager to deliver goods at your door, once or even twice a week. No longer is it necessary to go into town to do the weekly shopping. Unless your tastes are very exceptional the village store will provide it all, from freshly-wrapped bread to hot-water bottles. Only fresh meat and fish on the bone has eluded the new village store. This is a " counter-revolution " indeed.

The effect extends far beyond the village itself. I do not think that it has actually had any effect on the town shop; certainly not on the chain store or the large and old-established business, though I suspect that it has had some effect on the small business, which is already finding life difficult enough in competition with the chain store. But it has undoubtedly affected the country bus service: the housewife is only too glad to save herself the bus fare and the time, and to devote that time to her house or her garden. It has had another and even more important effect. It has drawn together a community which was, until quite recently, in serious danger of disintegrating under the steady pressure of the town. The more women shop in the village, the closer knit the community becomes, and the more conscious of itself and its identity. The village store is once again the women's club.

Put up for auction at Sotheby's, in London, is Picasso's Cubist "Woman in an Armchair," painted in 1909. It was sold for £30,000

THE BOOM IN MODERN ART

The present immense popularity of Picasso was given a further demonstration at Sotheby's last week, when twenty-nine of his paintings and drawings, the largest group of his works to be sold at one time, were auctioned. In addition, paintings by Braque, Matisse, Rouault and Modigliani, were purchased for high prices. The sale was of fifty-one lots, all the former property of Mr. Jacques Sarlie, of New York, and of the Sarlie Foundation. In just over one-and-a-quarter hours, the paintings realised a total of £429,700. Of the Picassos, the early "Crouching Woman," painted in Barcelona in 1902, reached the highest price, £48,000. This compares with the world record for a Picasso, the £55,000 paid at Sotheby's last year. Perhaps the most surprising event of the sale was the £42,000 paid for "Woman and Mirror," painted in 1946 by Georges Braque.

Modigliani's portrait of the sculptor Oscar Miestchaninoff, sold for £38,000

Picasso's "Crouching Woman," painted in 1902 and sold for £48,000

Coventry's new Cathedral. The circular foundations on left of the main building are for the Guild Chapel, which will take the place of all the Guild Chapels in the old Cathedral. The spires in background are those of the old Cathedral of St. Michael (centre), which was otherwise almost totally destroyed by German bombs in 1940, and Holy Trinity Church

NEW SHAPES FOR CHURCHES

As the scaffolding is removed from parts of the new Cathedral at Coventry, the final shape of the exterior of the structure becomes apparent. Although the building is not finished, services are being held in the crypt. The consecration of the Cathedral should take place in the spring of 1962. The " zig-zagged " walls of the Cathedral are formed alternately of brickwork " cliffs " and windows, and stretch upward to the roof, about 80 ft. above the ground. When complete, the nave will be 270 ft. long and 80 ft. wide. At one end is a porch archway which leads onto the ruins of the fourteenth-century Cathedral church of St. Michael (which became the seat of the Bishop of the modern Diocese when it was founded in 1918); at the other end, beyond the altar, are the Lady Chapel, and the huge tapestry which will take the place of the reredos and East window. The tapestry, designed by Graham Sutherland, measures 74 ft. 8 ins. high by 38 ft. wide and is costing about £20,000. It shows " Christ in Glory," and " Christ Crucified." The Cathedral is designed by Sir Basil Spence. When he drew up the design Sir Basil said he saw the structure not as a planning problem, but as an opportunity to create a Shrine to the Glory of God. Certainly the huge Cathedral is inspiring, with a sense of the Numinous. The Chapel of Unity, which is also nearing its finishing stages, has a special significance. It's ground plan is in the shape of a star, which is associated with the birth of Christ. In elevation it is shaped like the tent of a crusader, because Christian unity is a modern crusade. The Chapel of Unity is separate from the main body of the Cathedral but it is connected to it by a cloister.

A conventional ecclesiastical statue of St. Etheldreda, Ely's Patron Saint, stands in the War Memorial Chapel of Ely Cathedral. The statue is the work of Philip Turner

In contrast is this modern statue of St. Peter, by T. B. Huxley-Jones, which is to be placed in Chelmsford Cathedral. The contemporary note is marked in the Apostle's modern fisherman's clothes and even in the key held by him

Above: The building on the left of the new Cathedral at Coventry is the Chapel of Unity. Its function will be to serve as a place of intercession for the World Church. The German Evangelical Churches have contributed £5000 towards its windows. The Cathedral is being built by John Laing and Son Ltd.

At Canvey Island, in Essex, the new triangular church of St. Nicholas nears completion. It will be consecrated by the Bishop of Chelmsford towards the end of this year. At each end the church has huge latticed windows. A number of new churches are coming into being in the Diocese for the overspill population from London, being accommodated in many new towns and estates

TRAVEL

WARM WINTERS IN MALTA AND LIBYA

By **GORDON COOPER**

Sunlight on Spinola Creek, a few miles from Valletta

Everybody knows about Malta, G.C., but comparatively few holidaymakers realise the attractions this small island has to offer during the winter months when it enjoys many hours daily of cloudless sunshine and a modest rainfall. Also of importance is its wealth of art, dating from prehistoric times and continuing through the centuries. In fact, owing to its position in the Mediterranean, almost every civilisation in Europe has left its mark on this tiny land, smaller than the Isle of Wight.

Despite considerable publicity by the Government of Malta to attract tourists, I feel myself that one of the weakest links in holiday appeal lies in its accommodation facilities. There is only one first-class hotel (The Phœnicia), where pension rates are around £3 a day; after this the visitor has only the choice of hotels at about a third of this price, and of equivalent standards.

Valletta, the capital, is an attractive city to explore, although its streets have many ups-and-downs. There is the Governor's Palace (formerly the Palace of the Grand Masters of the Knights of St. John), with its celebrated collection of armour and its famous Gobelin tapestries in the Parliament Hall. The magnificence of the interior of the Church of St. John recalls Sir Walter Scott's comment that it was the finest he had ever seen. There is, indeed, a staggering effect of artistic beauty.

One of Malta's attractions is that it is possible to reach all the places of interest in a very short time. A visit to Notabile (Mdina) is worthy of special consideration. This ancient fortress city was flourishing when St. Paul lived there in A.D. 60, and its cathedral is one of the most ancient in Christendom. Another excursion is to the Neolithic temples at Hal Tarxien and the Hal Saflieni Hypogeum at Casal Paola. These prehistoric remains are awe-inspiring. I found them fascinating.

For those who would like to escape from the busy life of Valletta, I suggest that Gozo, a genuine Mediterranean backwater, might possibly appeal. You mustn't expect too much in the way of plumbing, but it offers enchanting natural effects. Reached by ferry from Marfa, the most northerly point of Malta, the tiny capital, Victoria, has an hotel (The Duke of Edinburgh) which offers room and full board for less than £1 a day. Known to the Ancients as the home of the goddess Calypso, this island has sandy beaches and rocky coves, while its roads traverse miles of carefully cultivated fields, and centuries-old farmhouses. Gozo is an ideal spot for a rest-cure. For further information about Malta and its archipelago, apply to the Malta Government Office, 24, Haymarket, London, S.W.1, or to the Government Tourist Office in Valletta. The journey from London to Malta can be made in a few hours, either by B.E.A. or Skyways.

From Malta, Maltese Airways can transport you across the Mediterranean in a couple of hours to Idris Airport, for Tripoli, while in a further two hours you can reach Benghazi. A more leisurely approach is by sea (Tirrenia Line) from Naples and Palermo to Tripoli. There are also direct links by air between London and Libya.

The appeal of Libya is its classical ruins, notably at Sabratha and Leptis Magna, in Tripolitania, the westernmost province, and at Cyrene, in Cyrenaica, to the east. Strangely enough, my own longing for a considerable time has been to visit the remote oasis of Ghat, in south-west Tripolitania. It is in the vicinity of the famous Tassili rock paintings of the Sahara. The journey there, however, is rather arduous, although it can be made by flying to Sebha (by Tunis Air), thence by Land-Rover. I rather think that I must compromise by making the excursion to the oasis of Ghadames; a tourist firm in Tripoli arranges trips there, either in Land-Rovers or by charter plane. The land trip is difficult, yet 2,000 years ago it was the most southerly outpost of the Roman Empire, and was a focal point on the caravan routes from the dark heart of Africa. Into Ghadames staggered slaves in their thousands. To-day, however, the oasis is a major stopping-place for lorries and aircraft on their way to the oil concession areas around Edjele, across the Algerian border.

Tripoli itself, with its magnificent palm-lined sea-front, is a pleasant town in which to stay. There are two recommended hotels: the Grand and the Del Mehari. But it is essential to make prior reservations, otherwise you may find yourself stranded. There is an interesting old town, while Sabratha and Leptis Magna are both within easy reach. Neither of these two places offers hotel accommodation, but for those who seek the desert atmosphere I can suggest the small hotels at Jefren and at Garian, both of which lie on the edge of an escarpment.

In some respects, Cyrenaica is the most rewarding province. Benghazi is an attractive city, and its Hotel Berenice enjoys an enchanting position beside the sea. This city, too, is a good base from which to visit various places eastwards along the coast. Outstanding among the coastal towns is Shahat, occupying part of the vast site of ancient Cyrene. The ruins of the old city extend for several miles and are the most extensive and important in Cyrenaica. The beauty of the site was recognised in ancient times, and the Greek poet Pindar described Cyrene as a city established on a "throne of gold." To-day many interesting ruins are to be seen, including a Greek theatre and a temple to Apollo. In the modern village there is a museum containing one of the richest collections of classical sculpture in North Africa. There is a first-class hotel—the Cyrene—from which there is a magnificent view of the sea and which is within easy access of the ruins.

Worthy of mention is a round tour offered by Wings Ltd. (48 Park Road, London, N.W.1) which takes you to Tripoli, Sabratha, Leptis Magna, Jefren, Garian, Benghazi, Cyrene and Apollonia (Susa), formerly an important Greek port. This tour continues to Egypt, Rhodes and Athens; and at an inclusive cost of 160 gns. is a real travel bargain. I know this travel agent and can recommend its suitability. For further information about Libya, contact the Libyan Embassy, 58 Princes Gate, London, S.W.7.

CRUISE TO THE ISLES OF GREECE

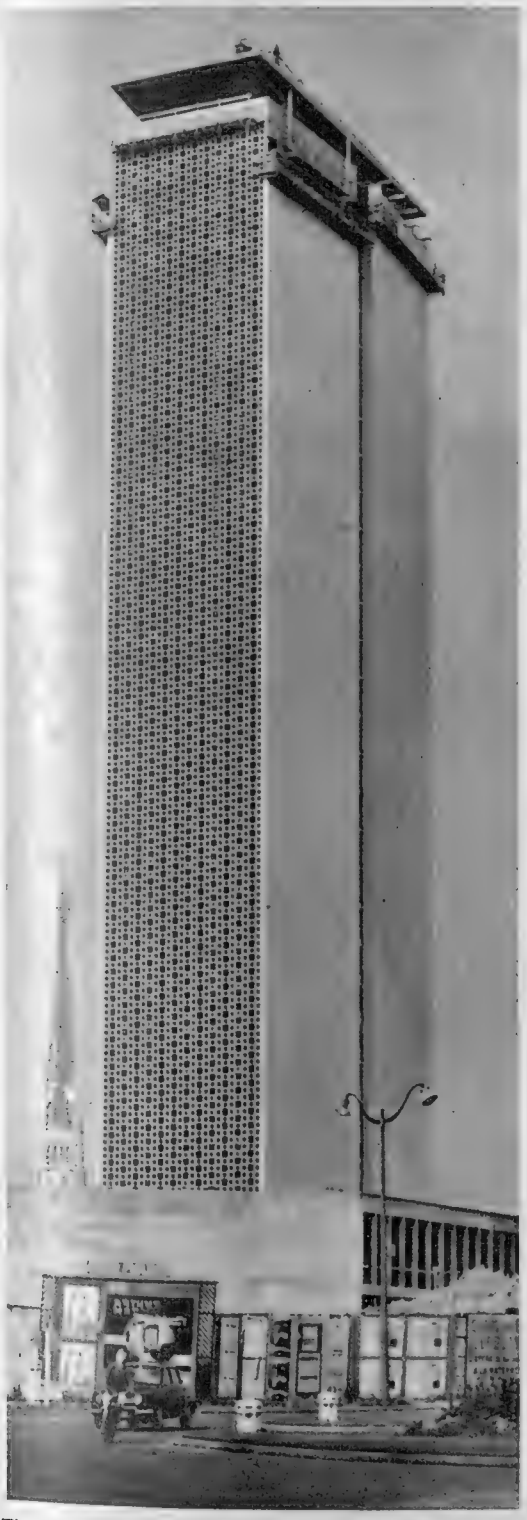
Leaving Venice on December 27, the t.s.s. *Kriti* (Typaldos Lines) will be making a ten-day cruise to the Eastern Mediterranean, with calls at Corfu, Athens, Patmos, Paros (with opportunity to attend New Year's Orthodox Mass at the famous Byzantine Church of the One Hundred Pillars), Piræus, Itea, and Cephalonia. The cruise ends at Venice on January 6. There are shore excursions at the ports of call mentioned. There is only one class on the ship and cruise rates are from £70 per person, with some student accommodation at £61. For further details, apply to Oceanways Limited, 23, Haymarket, S.W.1.

FROM UNUSUAL ANGLES

A 64-ton prefabricated funnel hangs in mid-air before it is lowered on to the new Canadian Pacific liner *Empress of Canada*. The streamlined funnel has been designed to eliminate the smoke nuisance on deck, and at the same time fit in with the ship's lines. *Empress of Canada* is in the Walker-on-Tyne yards of Vickers Armstrongs Ltd.

A huge grab holds a 15-ton block of stone seeming to threaten the man below, at Moon Bay, 20 miles south of San Francisco. In fact, the load is being moved to form part of a breakwater for a harbour which will give refuge from storms for fishing-boats

The *Patrick Calhoun, Jr.* is a new type of riverboat seen here ready for launching at Jeffersonville, Indiana. Constructed of 900 tons of welded steel, the craft will be able to push thirty barges, carrying a total cargo of about 44,000 tons, on the Mississippi. *Patrick Calhoun, Jr.* is intended to travel between St. Louis and New Orleans, but she may also ply on the Ohio. Her pilot house, which is four storeys high, gives a vantage-point 50 ft. above the water-line



The 88-storey tower nearing completion at Rouen, in France, is to house the town's archives. It is over 250 ft. high, and dwarfs the spire of Rouen Cathedral (left). Rouen suffered heavy damage in the last war

BOOKS

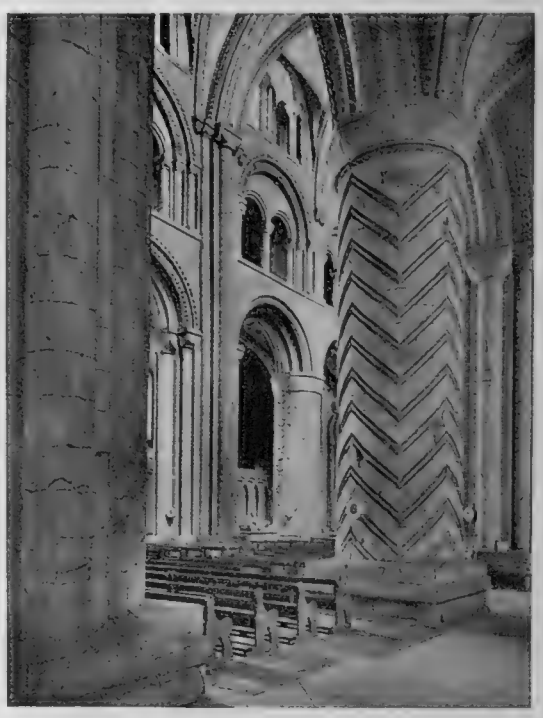
LLOYD GEORGE, BY HIS SON

An unusual novel by J. R. Ackerley; fiction set in England and America; and thrillers of the week

LLOYD GEORGE (Muller. 21s.), by Earl Lloyd George of Dwyfor, is a very odd book for a son to have written about his father. It is an even odder book for a devoted son to have written about his much-loved mother. It would, in my far from solitary opinion, have probably been better if it had not been written at all, but, in the course and kindliness of time, the end result will possibly be just that. The present earl, Lloyd George's elder son, Richard, has this to say about his father: " He was a man it was impossible not to admire, almost impossible not to love, barely possible not to forgive, with qualities and gifts that would have graced a dozen men; but the selfishness and egotism which fed on every form of earthly success and flattery in the end diminished him until he was small indeed." Like very many great men, and there is no doubt of Lloyd George's greatness, he must often have been intolerable in family life, but we are not his family; we are the reading public and the voting public and sometimes the public with a long memory for governmental triumphs and disasters. We do not want or need the intimacies of family affairs and squabbles.

WE THINK THE WORLD OF YOU (Bodley Head. 12s. 6d.) is Mr. J. R. Ackerley's first novel, though it is nearly thirty years since he wrote *Hindoo Holiday* and made his young name with it. His new book is a dozen things in one, but it is, above all, entertaining. In its fairly short scope it deals with many relationships but principally with the way in which one man, cultivated, short-tempered, affectionate and conscientious, becomes involved with a whole family of what may be described, in a thoroughly old-fashioned way, as lower middle-class people. Frank is fond of the fat, philosophical mother, of her current husband, of the large dog who often dominates the household and, more than the others, of the dog's owner, Johnny, good-looking, gay and shiftless, and as the book opens, doing a prison stretch for housebreaking. He identifies himself with this young man's problems, which at least have variety, and struggles to solve at last some of them. In return he finds that each of the friendships dies in turn, and he is left with the dog, now become a rather monstrous animal, a tyrant of jealousy. There is humour in this book and pathos, too. It is unusual and distinguished.

A contemporary problem, one that is slowly slipping away from the contemporary into the future, is set by Mr. Humphrey Pakington in his novel, CATHERINE CHAILEY (Chatto and Windus. 18s.). It poses the situation of the daughter of a county family in love with a more than personable and intelligent young man who has the sole disadvantage of being the son of her family's cook. He is an undergraduate at Cambridge and the whole question alarms and distresses him far more—in spite of the big guns of half outworn privilege and birth—than it does the girl. Mr. Pakington has written an immensely likeable novel here. His acute sense of observation would make this book excellent reading even without the benefit of a reasonably good plot. People do still live like this and have these anguishes, whether valid or not, and the author has made a touching and perfectly real story out of such an enigma.



The Norman work in the nave of Durham Cathedral is part of one of the finest Romanesque interiors in Europe's ecclesiastical architecture. The picture by A. F. Kersting is among the many illustrations by distinguished photographers in *The Cathedrals of England* (Batsford. 18s.). This standard work by Harry Batsford and Charles Fry, was first published twenty-five years ago and has now been revised by Bryan Little

THE WATERING PLACE OF GOOD PEACE (Collins. 15s.) is an electrifyingly good piece of story-telling. To paraphrase that inimitable film line: " Goodness has nothing to do with it, dearie," because this is a tale of villains devoted to their job of major killings and only frustrated by the thin red line of courage as represented by a legless Highlander and a brave girl dying of a blood disease. The fact that the demonic forces lose the struggle does underline the slighter resources of the fighters on our—or the good—side. Mr. Geoffrey Jenkins wrote, fairly recently, a hair-raiser called *A Twist of Sand*, and this one is even more levitating to the scalp. Many good novelists have personal gimmicks and it should be on record that Mr. Jenkins has one of the queerest of all: a preoccupation, very well justified by his plots, with the strange incidence of tides and currents round the coasts of Africa. Recommended to all those who don't care whether they sleep at night.

THE OTHERS (Gollancz. 13s. 6d.), although not an earth-shaking occurrence as a published novel, is one that I would urge you to buy, borrow but in any case to read, if you are at all interested in an original mind and an articulate style. This is Mrs. Ann Aikman's first book and it is a little beauty, set on the Sound side of Long Island and dealing with two contrasted families who spend a summer there, by and on the beach. The plot is minimal, the action framed within

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MASTER ARCHITECTS

Dominant figures of a world revolution

To-day the character of our cities and towns changes with the mounting speed dictated by post-war reconstruction and development. In London alone it is estimated that £1,000,000,000 will be spent on new houses, shops and institutions in the next twelve years. There falls then upon the architect a heavy responsibility, particularly at a time when so many new techniques and new materials (not all of them well tried) are at his beck and call. Perhaps beyond doubt the three most dominating influences in this field to-day are Le Corbusier, Mies van der Rohe, and the late Frank Lloyd Wright. Their critics have been many, but their admirers and imitators are legion. Peter Blake tells the story of their rise to dominance in THE MASTER BUILDERS (Gollancz. 25s.), showing how these men have known instinctively how to handle the new tools of a new age. This is an inspiring book; the author emphasises that all three architects have had a poetic vision of the contemporary world.

David Masters has gathered together some wonderful tales of personal heroism and steadfastness in his symposium of war exploits of allied seamen. He calls it IN PERIL ON THE SEA (Cresset Press. 21s.), and we need hardly be reminded of the nature of that peril. Amid those disasters, countless gallant actions were performed by men who never lived to tell the tale; but these simple stories by Mr. Masters epitomise all that gallantry and self-sacrifice, and we can be grateful to him for the quiet way he has set them down, with neither fuss nor dramatic fervour. Many readers may give the palm of courage, toughness, intelligence and foresight to that land-based mariner Dock Pilot A. H. Coe of London. When the Luftwaffe was letting all hell loose in Stepney, Poplar, Deptford and Greenwich, he forced officers, deck hands and engine-room men aboard their vessels and got them out of the Greenland Dock and into the London river, so that their ships might live to fight another day.

In telling the story of the WRENS (the Women's Royal Naval Service) John D. Drummond has to declare a personal interest; as a wartime naval officer he married a Wren. We join wholeheartedly with him in his admiration of this force (now come of age) as, in BLUE FOR A GIRL (W. H. Allen. 21s.), he recounts the tale of their courage, prowess and individuality. When the Wrens, originated in World War One, came into action again in 1939 there was many a salty cynic who doubted their potential value. But the Wrens proved themselves in time of war.

Mirabel Rogers is a lively writer with a strong taste for adventure, and she had her fill of it accompanying a recent trans-African waterway expedition which sought to find effective river links between the east and west coasts. She calls her story WHEN RIVERS MEET (Hutchinson. 21s.), and she writes with an appreciative eye in regard to all her many and strange encounters along the Congo, the Zambezi, and the Shire.

New Horizon Books have made a considerable impact in the educational field with their Concise Encyclopædia series, starting with " Music and Musicians," " World History " and " Living Faiths." The two latest titles are WESTERN PHILOSOPHY AND PHILOSOPHERS, and ARCHÆOLOGY. Both are published by Hutchinson at 50s. The colour and half-tone illustrations in both volumes have, each in their own way, much value, portraits adding to the interest of the philosophical work (edited by J. O. Urmson) and photographs from many of the great excavations aiding the archæological encyclopædia, edited by Leonard Cottrell. Mr. Urmson has perhaps had the harder task of the two editors; for philosophic standpoints cannot easily be explained in a few sentences. We are clearly shown, however, the standard positions.

R. C. E.

completely domestic borders, and the result is a jewel of sensitivity without whimsy and insight without amateur psychiatry. Full marks.

Another American novel, which comes with the advance trumpetings of such experts as Mr. Truman Capote, is TO KILL A MOCKINGBIRD (Heinemann. 16s.), and pretty darned good it is, at that, Mr. Capote being an authentic judge of his own or his fellow-country people's worth. Miss Harper Lee has written about a brother and sister of about twelve and eight years old, living in an Alabama town, a tired old place where "a day was twenty-four hours long but seemed longer." Their widowed father, Atticus, is a lawyer born and bred in the place and related by blood or marriage to nearly everyone there. He is also a superb bringer-up of children in his own unorthodox way. This is a story of adults as seen through children's eyes. It is also a story to be enjoyed by adults more than by children, for the sheer subtlety of its deductions and the compassion—of more than adult range—which the bewildered but adventurous children bring to their discoveries.

Finally, two books of detection and mystery. THE GOLD RUN (Eyre and Spottiswoode. 12s. 6d.) is by the English author, Mr. Derek Bickerton, and is a thriller in the acceptable understanding of the word. The scene is, in the main, Europe and India, and the action is as fast moving as a cobra on a tight striking schedule. SOME LIKE THEM DEAD (Hodder and Stoughton. 15s.) is an anthology collected and edited by the pundits of the Crime Writers' Association, and who better? There are thirteen crime stories here and the scintillating names of the list of authors include, among others, Ngaio Marsh, Michael Gilbert, Stanley Ellin, Ellery Queen and Mary Fitt. **Vernon Fane**

OILED WHEELS OF PROGRESS

Doubtless there was method in the madness that sent young Charles Belgrave in 1925 to act as adviser to the Shaikh of Bahrain ex an Agony Column advertisement. His qualities and brief experience in colonial administration in Tanganyika and his service in the Siwa Desert clearly were carefully weighed. He accepted the offered post and remained in Bahrain for 32 years. Almost immediately he found himself appointed the Shaikh's chief magistrate and Chancellor of the Exchequer, and as the years passed, he became virtual Premier and Pooh-Bah. Two things instantly stand out: British influence among the Arab states in 1925 was never higher; and the power of Oil to change evolution from a crawl to a stampede is proved to the hilt. Belgrave's first budget concerned an annual income of £100,000, his last £5,500,000. He came to a small state that depended for bare existence on its pearl fishery. He left it a "welfare state," Americanised and politically minded. Tact, firmness and administrative ability were called for from Sir Charles to steer his ship amid the storms and shoals of Arab politics and, modestly and humorously as he writes his PERSONAL COLUMN (Hutchinson. 30s.), he clearly vindicates the shrewdness of those who selected him in 1925.

It is well worth reading. It was well worth writing, and the life he describes, which vividly recreates the atmosphere of the Middle East and the oil states, was well worth living. In perils oft, he took chances with his own life and in his policies, but always behind him was the trust and backing of his Shaikhs; and if British influence among the Arabs has now sunk to little measure, Sir Charles had no part in the decline. Whether the Gulf Arabs are happier than their fathers, I do not know. They are certainly healthier and better fed and housed. But a ruling class of intelligentsia is beneficial only when it makes a right use of its intelligence, and accepts responsibility as a national duty. **John Gore**

Siobhan McKenna as Pegeen Mike and Donal Donnelly as Christy Mahon

Gwen Watford as Mary Stuart and Valerie Taylor as Queen Elizabeth

THE PLAYBOY OF THE WESTERN WORLD

at the Piccadilly Theatre

The production of Synge's famous comedy, which aroused such enthusiasm at this year's Dublin Festival, arrived in London last week for a three-week season. When first played in 1907, *The Playboy of the Western World*, with its story of a young man boasting of having split his father in half with a single blow and being warmly welcomed for his exploits, was the subject of bitter controversy in Ireland. To-day, with a magnificent, torrential performance by Siobhan McKenna as Pegeen Mike and a fine, supporting portrayal of the Playboy by Donal Donnelly, it drew unanimous praise from the London critics. A comic masterpiece, Synge's play is full of intoxicating blarney.

MARY STUART

at the Old Vic

First performed two years ago, Stephen Spender's translation of Schiller's *Mary Stuart* has been revived with a new cast. The two queens, Mary and Elizabeth, provide in their meeting in the play the high point of the action. They are played by Gwen Watford and Valerie Taylor. Also in the cast are Robert Harris (Burleigh) and John Humphry (Leicester).

THE MILLIONAIRESS

at the Carlton Cinema

Shaw's comedy of a woman with much too much money has been translated to the screen in Eastman colour and CinemaScope, released by Twentieth-Century-Fox. The World Premiere was on Thursday, October 20. Directed by Anthony Asquith from a screen adaptation by Wolf Mankowitz, the film stars Sophia Loren as Epifania, the millionairess, Peter Sellers in a subtly comic performance as Doctor Kabir, Alastair Sim as Epifania's lawyer, and Vittorio de Sica as Joe, the owner of a sweat shop.

Sophia Loren as the millionairess, and Peter Sellers as Doctor Kabir

LEADERS OF BRITISH INDUSTRY

Photographed by Tom Hustler

David Brown

Leaning on the bonnet of an Aston Martin is Mr. David Brown, the chairman and managing director of The David Brown Corporation Limited. This controls the world-wide engineering combine, based on Huddersfield, with companies in Britain, Eire, Australia, Canada and South Africa, which manufactures a wide range of products from gears and steel and bronze castings to industrial tractors, Lagondas and Aston Martins. David Brown is perhaps best known to the general public as the force behind the Aston Martin sports and Formula One racing cars. Immaculately turned out, the Aston Martins won the Sports Car Manufacturers' Championship last year, the first British company to do so. But to the David Brown Corporation and its associate companies, which employ around 10,000 people, these cars are only a part of their engineering production. Under the leadership of David Brown the organisation, which celebrates its centenary this year, has expanded rapidly in the last twenty years. Born in 1904, David Brown was educated privately and at Rossall School. He joined the family firm in 1921 as an apprentice, was appointed a director in 1929, and by 1932 had become managing director. A qualified engineer, Mr. Brown is a member of the Institute of Mechanical Engineers and of the Institute of Automobile Engineers. He holds a pilot's certificate and makes extensive use of the organisation's private aircraft, which operates from a private airstrip near Huddersfield. Also he makes frequent business trips by air to many parts of the world. His hobbies include motor racing (in his youth he was a well-known racing driver); hunting, steeplechasing, shooting, water ski-ing, polo, flying, yachting, and farming in Buckinghamshire

THE MOTOR SHOW

A FUTURE FOR SMALL CARS

By "THE SPHERE" INDUSTRIAL CORRESPONDENT

No stronger proof of long-term confidence in the continued expansion of the motor industry could have been given than the announcement by Lord Rootes, at the beginning of this month, that his group had given the "go ahead" to plans for a new manufacturing plant in Scotland. He did so at a time when Rootes' own existing car plants, in common with most others in the industry, had cut out overtime and were working a four-shift week for part of the labour force; when American sales of the Hillman Minx, in the second quarter of 1960, had been reported as less than half those twelve months before; and when many observers outside the motor industry had been predicting that it might begin to hedge the massive plans for expansion of capacity which the manufacturers have revealed during the last twelve months. Though the Rootes Group announced its intention to make cars in Scotland several months ago, this was merely a declaration of intent, much less firm or detailed, until this month, than the plans to which others among the "Big Five" were committed. Nobody could have criticised Rootes for preferring to hold its hand for a while, as the triumphant spring of the motor industry in 1960 passed into a much less than joyous summer. Instead, Rootes chose perhaps just the right time for a demonstration of confidence.

Rootes was obviously concerned primarily with its own future, not with demonstrations on behalf of the industry. The £22,000,000 plant that it proposes to build at Linwood, near Glasgow, beside Pressed Steel's plant there, will significantly be planned to build a single model—and probably a smaller one than the group has ever built before. This implies that broadly Rootes shares the reasoning of three of the other four big manufacturers—that traffic and parking on the one hand, and on the other hand, the faster rise in lower middle-class incomes than in those of other classes, which means that demand well down the price scale is going to be the main area of expansion in British car ownership in the '60's, are going to favour sales of small—though not necessarily miniature—cars more than others.

Each of the "Big Five" has its own personality, and none more distinctive than the Rootes Group. It is the only one where the original business impetus came mainly from selling cars; it has always known and catered more precisely for its market than perhaps any other British maker except Rover; it has never tried to sell "minimum motoring," and always offered finish and fittings a shade more comfortable and costly than those of comparably-sized models in, say, the Ford or British Motor Corporation ranges, accepting the more restricted market such a policy meant. How it will apply this policy to a lower-price range where one is inevitably building rather more to a price, designing cost out of the car as well as value in, offers an intriguing question for its competitors; perhaps particularly Standard-Triumph International, whose Triumph Herald is at the moment the smallest car on the British market designed on a somewhat similar policy. However, they have some time to wait for an answer; the new plant at Linwood will not be turning out what one might temporarily nickname "Minxettes" until late 1962.

Rootes has incidentally been one of the few major British manufacturers to offer a significant model change this autumn, with its new Hawk, discussed on another page; Standard has introduced a new 6-cylinder version of its largest model, the Vanguard, but for the rest it has been a matter mainly of estate-car versions, convertibles, and from Ford the offer of disc brakes as an optional extra right down to the Consul.

In one sense the disappointment and strong sense of frustration that the British manufacturers have felt this summer over a check to sales administered, in their view, largely from outside, has been heightened because this year they felt they could turn from the anxious and costly business of bringing in new models to the more manageable task of producing them more cheaply and selling a modernised range that at last ought to be able to meet any competition in the world on equal terms. They will certainly need to keep on cutting production costs, because the Continental manufacturers, also in some difficulties about sales, have begun to cut their prices, and the same development may occur here. The surest way to cut costs in motor manufacture is to increase the volume of output.

The manufacturers' irritation with the renewed credit squeeze that was applied to their sales this spring, after about eighteen months of encouragement with no strings, is also exacerbated because the Government has been encouraging them to expand and is indeed somewhat financially involved in their expansion plans. The Board of Trade has persuaded them to put down at least a proportion of the new manufacturing capacity they are planning in areas where they would probably not, on commercial grounds, have decided to go. It has given them financial inducements of one kind and another to do so; the details of these have not yet been disclosed. They may not in sum amount to any very significant proportion of the £200,000,000 or so that the manufacturers are spending in all. But they will probably be equivalent to an investment of several million pounds of public money in the continued success and expansion of the British motor industry.

Fairly naturally, the makers find that public commitment hard to reconcile with the way in which their industry, above all others, seems to be turned on and off like a tap to help regulate the balance of the whole economy. They do not accept arguments that restraint on sales in the home market pushes them into greater efforts to export; in their view, since costs in motor manufacture depend so significantly upon the total volume of production, a booming home market helps them to offer better value overseas. In Whitehall to-day there is probably less of that cautious distrust of the motor industry, as being altogether too volatile, than there seemed to be some years ago. The ministers and their advisers realise that this is one of the growing points of the British economy in the '60's. But they remain disquieted by the way demand for cars can run away the moment that restraint is taken off it; they are worried about motor exports; and they do reckon that while nobody likes the use of hire purchase restrictions, which is an unfair and discriminatory instrument of economic policy, it is also one of the few instruments for altering the balance which quite demonstrably works.

On the export side, it seems unfortunately possible that all arguments have been blurred in recent years by a quite temporary phenomenon. The surge of European car exports to the United States in the late '50's, with Britain's cars well up in the van, in a few years' time may seem to have been an incidental side-effect of a readjustment in ways of motoring in the United States. The small imported cars have had a good run, and should retain some stable part in the American market for many years; the American public is rich enough to afford novelty, and the makers of European sports cars, in particular, can afford to serve sectors of the market that are too small and specialised for Detroit to bother with. But any very large incursion of imports in Detroit's home market is possibly self-adjusting; as any sector of the market grows big enough, the American makers can turn to it. Detroit, it is only fair to say, is likely to be able to serve all but specialist buyers better. It has manufacturing facilities unequalled in Europe; an army of designers who for years have had to confine their imagination within the elegant variations on an almost standard theme, the full-sized American automobile; and, perhaps, most important of all, a far greater hold on distribution facilities inside the States than any outsider can afford to get. Some of the new crop of compact cars that it is offering this year are very advanced vehicles by any designer's standards: after years of producing a fine but conventional product, the United States now offers some quite unconventional ones.

If we must expect at best that British car exports to the United States may level off at something like this year's levels, which are not as high as last year, then both the manufacturers and the planners in Whitehall face problems. The export boom of the last two-three years can be explained neither as a result of pressure from hire purchase restrictions in 1956-57, nor as a corollary of the boom in home sales between mid-1958 and the end of 1959. It was mainly an effect of "foreign causes." Perhaps both manufacturers and planners need to be a little less confident in their prescriptions.

Over the medium run, the markets where total car sales have been expanding most rapidly have been in Western Europe. British cars have not been doing as well there as in the States, or as well as those of some European makers such as Volkswagen and Renault. Whose fault has that been? It used to be said that British models were uncompetitive with their Continental rivals; after the changes of the last year or so, that criticism has much less effect. The car manufacturers, after deliberating the advantages and disadvantages, did come out in favour of closer association with Europe; they might indeed have favoured something more than the free trade area Britain proposed. It was the gentlemen in Whitehall who managed to botch that initiative by quite misunderstanding what the Common Market was about; and so far their attempts to repair the situation do not seem to have got off the ground.

Without some such bridging of the trade split in Europe, it may be quite unfair of the planners to expect anything remarkable of car exports to Europe. What of the home market? The manufacturers hope that hire purchase restrictions may be lifted before the year is out, and purchase tax reduced somewhat further in the next Budget. Neither possibility, considered in view of the development of the economy at home, may seem unreasonable, though the country's trade balance is still worrying. Looking beyond the immediate ups and downs of the economy and of the car market, as the manufacturers' large-scale planning proves that they are prepared to do, one can still be confident that car ownership and the motor industry will grow much faster than the economy as a whole. This is an industry where volatility is part of the price of success.

THE MOTOR SHOW

A WIDE RANGE OF CARS

By **COURTENAY EDWARDS**

London's turn has now come round in the annual season of international motor shows and the colourful exhibition which opened at Earls Court on Wednesday reproduces all the fascination and glamour of past shows organised by the Society of Motor Manufacturers and Traders. It is a display full of interest in spite of the fact that relatively few new models are on view. The big car firms no longer arbitrarily hold back the announcement of new models for the Show. They put them on the market at any time during the year which best suits their convenience.

Behind this policy is the desire to prevent a return to the traditional pre-Show slump in home car sales. This year we have had such a slump for the first time since the war, but it was due mainly to hire-purchase restrictions and not to any real tendency on the part of buyers to wait for the Show. This falling-off in home sales, coupled with a serious cut-back in export business which has been largely caused by the success of the U.S. compact cars, has compelled manufacturers to trim production, cut overtime and, in some plants, introduce short-time working. So the opening of this year's Show finds manufacturers in a sober, serious mood. Yet while they are anxious about the immediate future their confidence in the industry's long-term prospects remains unshaken.

They are going ahead with their expansion plans, which are estimated to cost £250,000,000 and intended to double production in two or three years. The latest addition to these plans is the £22,000,000 programme announced by the Rootes Group and Pressed Steel for the production of a small Hillman Minx in Scotland.

There is certainly no gloom at Earls Court. It is peopled by men who are realistically getting down to the serious business of actually selling cars in a highly-competitive market where only a few months ago there were still long queues of customers. Since the last Show the industry has seen many changes and fluctuations. For months there was a happy crescendo of new production and export records. Then the credit squeeze began to make itself felt. We have seen an old-established make—Armstrong Siddeley—go out of production and the disappearance of the Allard; but another famous marque—the Lea-Francis—has returned after an interval of ten years.

There has been an interesting new addition to Britain's growing list of sports two-seaters with the announcement of the Anglia-engined Berkeley Bandit, whose advanced design includes independent rear suspension, plastic body and disc brakes at the front.

Then there was the purchase of the Daimler organisation (for £3,400,000) by Jaguar Cars, who more than anything else wanted the Daimler factory-space but who have since disclosed that the Daimler range will be continued and efforts made to expand home and export sales.

Apart from the Berkeley Bandit (£797 10s., tax paid) and the Ford-engined Lea-Francis—the disc-braked Lynx two-seater roadster—the only new British models to be seen at the Show are the 6-cylinder, 2-litre, de luxe version of the Vignale-styled Standard Vanguard with a new Solex carburettor; the re-designed 4-litre, disc-braked Jensen 541S four-seater sports saloon, now offered with Hydra-matic automatic transmission as used on the Rolls-Royce; and the B.M.C. estate cars announced

The Rolls-Royce Phantom V with coachwork by Park Ward. Seating seven, it is powered by a 6,230-c.c. aluminium 8-cylinder engine. Price, including tax, £9,351 2s. 6d.

The Daimler Majestic. A full six-seater saloon, it is powered by a 3·8 litre 6-cylinder engine. Disc brakes and automatic transmission are fitted. Price, including tax, £2,495

The Humber Super Snipe. Re-styled this year, the saloon is now fitted with dual headlamps. Automatic transmission and power steering are optional. Price, with tax, £1,453 4s. 2d.

The Rover 3-litre. This saloon, with a 6-cylinder engine, is available with automatic transmission, and for the 1961 range, power steering. Price, including tax, £1,783 5s. 10d.

The Wolseley 6/99. It is powered by the B.M.C. 6-cylinder 2,912-c.c. engine and has front disc brakes. Price, including tax, £1,254 17s. 6d.

recently: the 1½-litre Austin Countryman and Morris Traveller (adaptations of the Farina saloons) and the 850-c.c., front-wheel-drive Austin Seven Countryman and Morris Mini-Minor Traveller. Among the strong representation of foreign cars at the Show, new station wagons include a variant of Russia's 1,360-c.c. Moskvitch and the Giardiniera version of Italy's Fiat 500.

Automatic transmissions and overdrive devices have gained a lot of ground, though self-changing gear-boxes are still too expensive to achieve widespread popularity. Vauxhall Motors have fallen into line with the rest of the Big Five in offering automatic transmission on their 6-cylinder Velox and Cresta models for £170 extra. This follows the replacement of the old 2,262-c.c. engine by one of 2,651 c.c., which gives a power increase of 37 per cent. The Jensen 541S, which I mentioned just now, offers Hydra-matic for £104 more than the synchromesh model. The Rover Company has made the Borg-Warner gear-box on its 3-litre model more attractive in a number of ways. For instance, the car now moves off in intermediate gear unless the driver kicks down hard on the accelerator pedal to bring in the bottom ratio.

In the light-car section of the Show the Rootes Group still holds the centre of the stage, where automatic transmission is concerned, with its Easidrive, "magic powder" versions of the Hillman Minx and Singer Gazelle, though the Dutch belt-drive, 600-c.c. D.A.F. is still Europe's lowest-priced production car with automatic transmission. There are more cars with powered steering, the latest recruit being the 3-litre Rover (on which the Hydrasteer system is offered for £76 10s. extra, including tax), and Mark II Jaguars can now be had with powered steering, a refinement which was previously reserved for North American customers.

The Humber Super Snipe—up £25 on basic price, £35 on total—is pioneering the use by British cars of American-style dual headlamps. And Vauxhalls were first in the British production field—on their 6-cylinder models—with the new sealed-beam headlamps which offer longer life, better light distribution and less dazzle. Independent rear springing gets another supporter in the new Berkeley sports car, and the popularity of disc brakes is increased with their use as a standard fitting on the Humber Hawk (which now costs £35 more, or £49 including tax), and by the Ford Company's offer to fit Girlings on the front wheels of their Consul, Zephyr and Zodiac models for £29 15s. tax paid. Disc brakes are also fitted as standard on the new Berkeley and to the 2-litre Morgans (front wheels in each case).

(*Continued on following pages*)

The Vanden Plas Princess 4-litre. This large, luxuriously appointed saloon is designed and constructed by Vanden Plas Ltd., the B.M.C. coachbuilding subsidiary. An automatic gear-box is optional. Price, including tax, £3,046 19s. 2d.

The Bentley Continental Flying Spur. With coachwork by H. J. Mulliner, this four-door aluminium saloon is fitted with the aluminium 8-cylinder engine and automatic transmission. Price, including tax, £8,522 7s. 6d.

THE MOTOR SHOW

(*Continued from page 157*)

The Jaguar Mark IX saloon. It is the largest car in the Jaguar range, with five to six seats and a luggage-boot of about 17 cubic feet. The specification includes disc brakes, power-assisted steering, and a 3.8-litre engine. Price, with tax, £1,883 17s. 6d.

Right: The Riley One Point Five. It is fitted with a 1½-litre engine which has twin carburettors. Since the last Motor Show a number of improvements have been made. Price, including tax, £815 14s. 2d.

Right: The Morris Minor 1000. Since it first appeared twelve years ago, nearly 1,000,000 of these cars in varying forms have been made. It is powered by the B.M.C. "A" type 948-c.c. engine and is available in a variety of forms. Price for the four-door version, with tax, £625 17s. 6d.

Below: The Vauxhall Velox. It is fitted with a new 6-cylinder engine, giving a top speed of 90 m.p.h. Optional extra is General Motors' fully automatic transmission (£170 extra). Price, including tax, £929 0s. 10d.

Easier maintenance is offered on a number of cars by a reduction in the number of grease nipples on transmission, steering and suspension. For instance, the 3-litre Rover now has only one grease-point left—on the propeller-shaft—and that only needs attention every 3,000 miles. Similar, though not so extensive, improvements have been made on the A.C. Greyhound and Sunbeam Alpine. The pioneer work of the Triumph Herald in this field must not be forgotten. This delightful little car, of advanced design, has not got a single greasing-point. They have been eliminated by the use of pre-greased, "sealed-for-life" bearings or the substitution of rubber and nylon bushes (which, however, have had teething troubles).

Ford of Detroit are telling buyers of their 1961 models that they can go for 30,000 miles without worrying about the grease-gun, and they also claim that the use of special oil filters makes it unnecessary to change the lubricant in the sump for 6,000 miles. In the field of lubrication France's Simca has adopted Fiat's centrifugal oil filter for its new "Rush" engine. This method of cleaning the oil, which is also used on the 767 c.c. Fiat 600, gets rid of the dirt and metal particles by throwing them outwards as the oil swirls round and round in the filter chamber.

Engine developments since the last Show include Simca's new Rush engine to which I referred previously. This interesting unit, built in two sizes—1,090 c.c. and 1,290 c.c.—and offered on different models with varying degrees of tune, has five main bearings. The only other 4-cylinder production car I know of with five main bearings is Russia's 2½-litre Volga. Apart from the big Vauxhalls, a trend towards larger engines is evidenced by the Sunbeam Alpine, the capacity of which has been stepped up from 1,494 c.c. to 1,592 c.c. In many cases power output has been raised without increasing actual engine size by adopting a higher compression ratio, fitting stronger valve springs and using many different tricks of that kind, though by and large the manufacturers prefer to leave this pepping-up business to the conversion experts, whose increasing activities are much in evidence at the Show.

Few manufacturers have thought fit to install safety harness to their cars in spite of its obvious value and the fact that a national standard has now been worked out for these products. Apart from the Swedish Volvo, first car on sale in Britain to fit safety harness as standard, the only British car I know of which does this is the new Jensen, which uses the Britax diagonal strap. Citroen offer, as an optional extra, the Belbrace, a built-in seat harness which fits over the shoulders and thighs, allows a useful amount of movement and springs back (completely hidden) into the seat when not in use. That, at any rate, is what the French firm claims.

One interesting feature of the Show is that big firms like B.M.C. and Fiat of Italy are offering an even greater variety of models than in the past. Fiat, for instance, now has twenty-four cars ranging from the 65 m.p.g. "500" to the handsome 2100 saloon, which does 95 m.p.h. People still argue about the benefits of a single-model policy, but it is significant that even Volkswagen, arch-priests of rationalised production, will have two models on the go—with variants—when their new car is launched, probably next year.

Meanwhile, the present VW, basically unchanged in its looks and mechanical specification since it was first announced in 1939, remains Europe's best-seller. Improvements introduced for 1961 include a more powerful engine, synchromesh on all four gears and a new carburettor with automatic choke. Sharp-edged, discreetly-finned styling in the Farina manner has become even more popular during

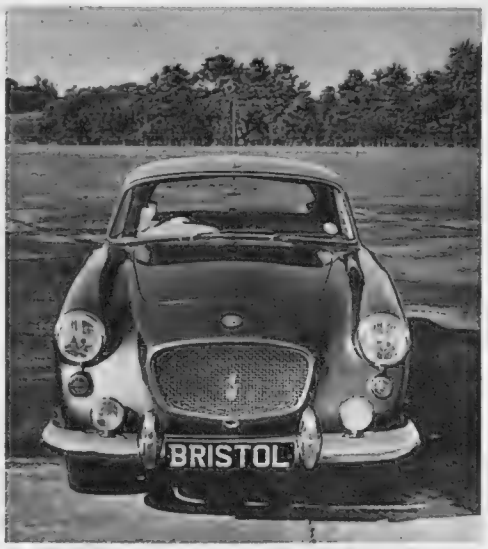
(*Continued on page 160*)

The Ford Anglia. Within five months of its introduction last year, over 800 a day were being produced. It has a 997-c.c. engine. Price, including tax, £589 0s. 11d.

The Standard Vignale Vanguard. A new 6-cylinder engine has been added to this five-seater saloon. It has a four-speed gear-box. Price, including tax, £1,021 2s. 6d.

The Triumph Herald Convertible. This four-seater version appears for the first time at Earls Court. It has all-round independent suspension. Price, with tax, £766 2s. 6d.

The Austin A 55 Cambridge Mark II. It is powered by the B.M.C. "B" series. Price for the de luxe version, including tax, £829 17s. 6d.



Right: The Bristol 406. A two-door, four-seater saloon, it is powered by a highly-developed 2.2-litre engine. Price, with tax, £4,244 0s. 10d.

Below: The Aston Martin DB4 Gran Turismo. It is powered by a 3·7-litre engine, fitted with three carburettors. Price, with tax, £4,534 9s. 2d.

The Ford Consul Mark II de luxe. Seating six, it has a 4-cylinder 1,703-c.c. engine. Optional are power-assisted front-wheel disc brakes. Price, with tax, £822 15s. 10d.

The Facel Vega Facellia. This 1,600 G.T. two-seater is being shown in Britain for the first time. Price, including tax, £2,500 12s. 0d.

The Jaguar XK.150 drop-head coupé. Two engine capacities are offered—3.4 or 3.8 litre. There are disc brakes on all wheels. Price, including tax, from £1,665 14s. 2d.

The Hillman Minx Convertible. Automatic transmission is an optional extra. Price, including tax, £872 7s. 6d.

The Austin-Healey Sprite, powered by the B.M.C. "A" series engine. Price, with tax, £631 10s. 10d.

The Sunbeam Alpine. A larger engine, of 1,592 c.c. is now fitted. Price, including tax, £971 10s. 10d.

The MGA 1600 Hardtop. Disc brakes with centre lock disc wheels are optional extras on this sports car. Price, including tax, £1,026 15s. 10d.

The Alvis 3-litre convertible. The two-door four-seater, with coachwork by Park Ward, has a 6-cylinder engine and a top speed of over 100 m.p.h. Price, with tax, £3,110 14s. 2d.

THE MOTOR SHOW

(*Continued from page 158*)

the year, and new Fiat, Peugeot and Opel models bear a strong Italianate likeness to B.M.C.'s 1½-litre range of Austin, Morris, Wolseley, M.G. and Riley family saloons.

The current Motor Show is of absorbing interest in spite of the dearth of really new models, and it does underline the fact that Britain has a wider range of cars than any other country. They are good cars, too, with special design features which many of their competitors lack. I refer to such refinements as disc brakes, automatic transmissions, overdrive devices (especially those of Borg-Warner and Laycock de Normanville) and the ingenious rubber suspension units on the increasingly popular 850 c.c. baby cars of B.M.C.

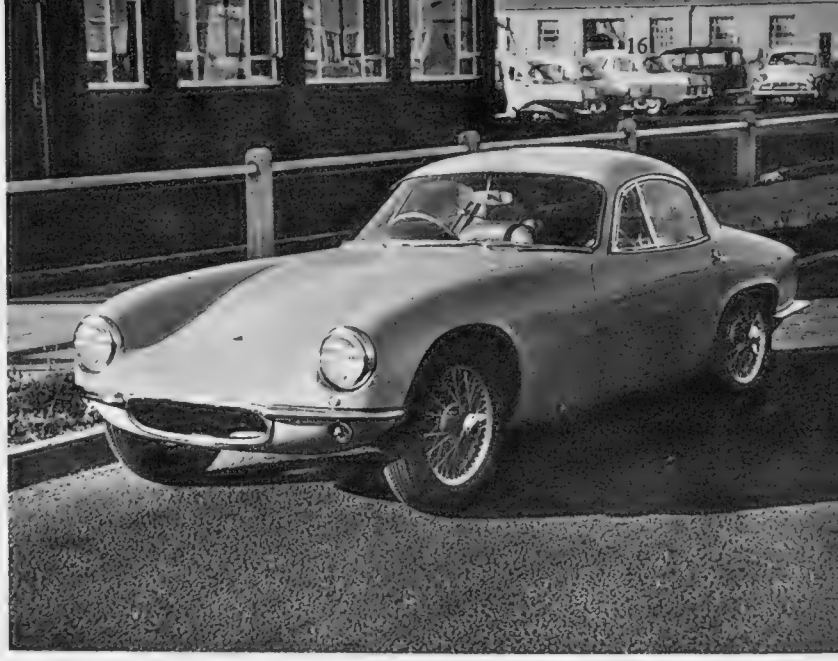
It looks as if the ash-framed estate-car versions of these Austin Seven and Morris Mini-Minor models (price £623) may create a demand almost as big as that for the saloons. In their own way, the bigger, 1½-litre, Farina-styled station wagons are equally attractive for they have an enormous load capacity, and the ability to use them as makeshift bedrooms will appeal to many. Both the Morris Traveller and the Austin Countryman cost under £950. The rest of the B.M.C. range continues unchanged, including the fabulous Morris Minor 1000, production of which is being stepped-up to nearly 3,000 a week. Close on a million Minors have been built since the first 918 c.c. model appeared in 1949.

Another famous British car which has achieved amazing success is the Ford Anglia, which has been in production in various forms for twenty-one years. The latest o.h.v. four-speed version celebrated its first birthday just before the Show when three standard Anglias completed 10,000 miles in a week at Goodwood at over 61 m.p.h. and over 31 m.p.g. In twelve months more than 200,000 were built and the eve-of-the-Show production rate was 1,000 a day. The only Show news from Ford was the announcement that self-adjusting, servo-assisted disc brakes can now be had on the front wheels of Consul, Zephyr and Zodiac.

Vauxhall make a good show with their new 2,651 c.c., 6-cylinder models. The automatic gear-box now available on the Velox and Cresta is a compact, light, three-speed version by General Motors of their four-speed Hydra-matic transmission as used by Rolls-Royce. It has two planetary gear-trains, a fluid coupling and a small torque multiplier.

This exhibition at Earls Court is a splendid international display with impressive ranges of cars from Germany (including VW, Mercedes, Porsche, Auto-Union, Goggomobil, N.S.U., Ford and Borgward); from France (including Renault, Citroen, Simca, Peugeot, Panhard and Facel Vega); from Italy (among whose exhibitors are Fiat, Alfa-Romeo and Lancia); from the U.S. (including some of the newest compacts, like the 2,790 c.c. Dodge Lancer); and from Russia, Sweden, Czechoslovakia, Canada and Holland.

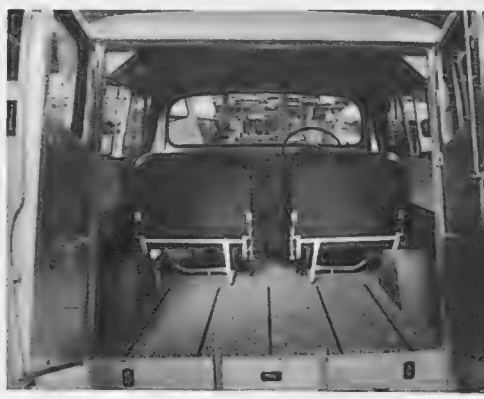
The Lea-Francis Lynx Roadster. The two-seater, with two occasional seats, marks the return of this firm. It has a 6-cylinder engine and disc brakes. Price, with tax, £2,096 7s. 6d.



The Lotus Elite Coupé Series 2. It has a Coventry Climax engine, with single carburettor and new rear suspension. Price, with tax, £1,949 0s. 10d.

The Jensen 541S Saloon. The redesigned sports saloon has a B.M.C. 4-litre engine and disc brakes. It is offered with automatic transmission. Price, including tax, £3,195 14s. 2d.

The Austin A55 Countryman. Announced just before the Motor Show, the Countryman version of the 1½-litre Cambridge, can carry four to five people with the rear seat in the normal position. This seat can be folded down. It is possible to use the rear as sleeping quarters. Price, with tax, £932 11s. 8d.

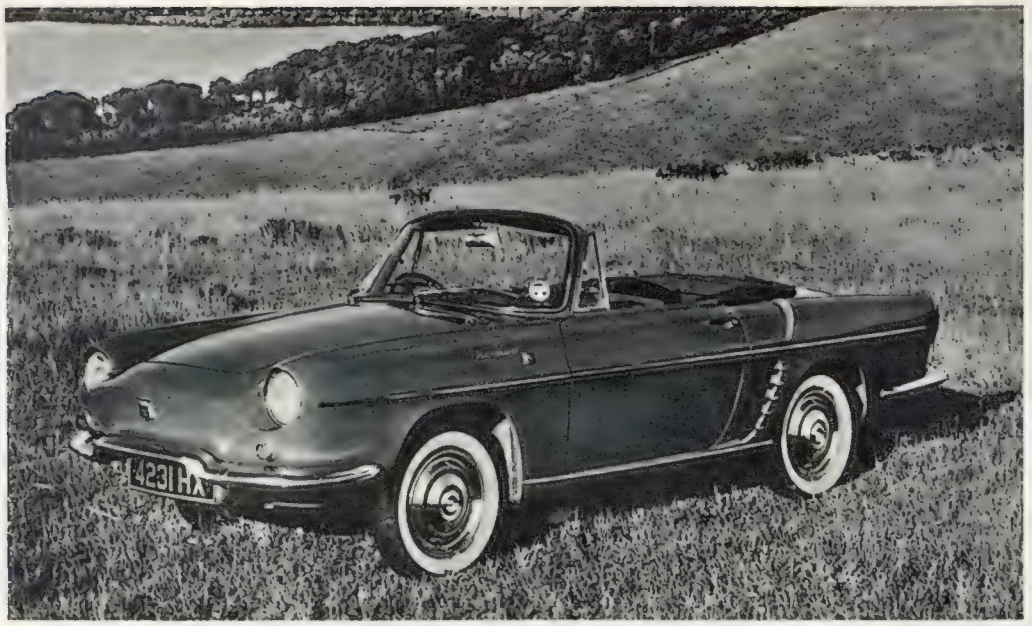


Right: The Martin Walter Dormobile "Compact" Shooting-Brake, based on the Bedford chassis engine. Price, including tax, £872 7s. 6d.

The Ford Consul Estate Car. It is offered either with the rear seat squab removable, or with a flat floor extending from the rear of the front seat. Price, with tax, £1,006 19s. 2d.

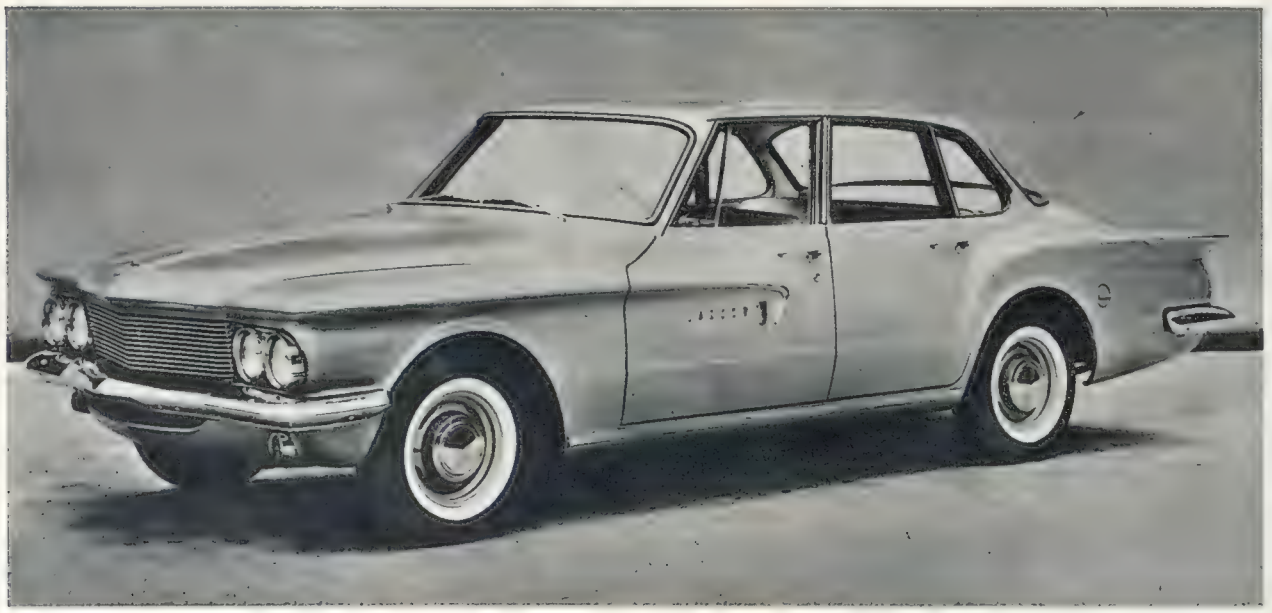
The Morris Mini-Traveller. The version of the 850 c.c., front-wheel-drive Mini-Minor has 35½ cubic feet of luggage-space. Price, with tax, £623.

Left: The Citroen Safari Estate Car. It has a 2-litre, 4-cylinder engine, front-wheel drive, and pneumatic suspension. Price, with tax, £1,854 2s. 6d.



The Renault Floride. With a 4-cylinder 845-c.c. engine, it has a top speed of 85 m.p.h. It is offered in convertible, hard-top or fixed head coupé versions. Price, with tax, for the convertible, £1,216 12s. 6d.

Smith's Radiomobile Model 50T fitted to the Wolseley 1500. The cost of the radio kit is £22 2s. 9d., including tax

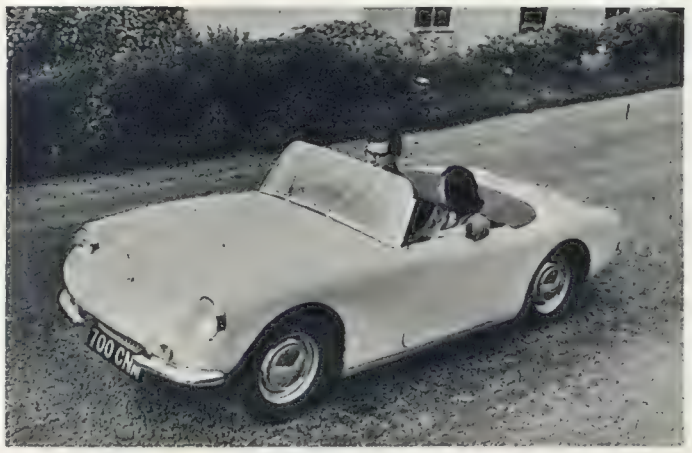


The Dodge Lancer. This recently-announced American compact car has a tilted 2.8-litre engine and other advanced design features. Price not given last week

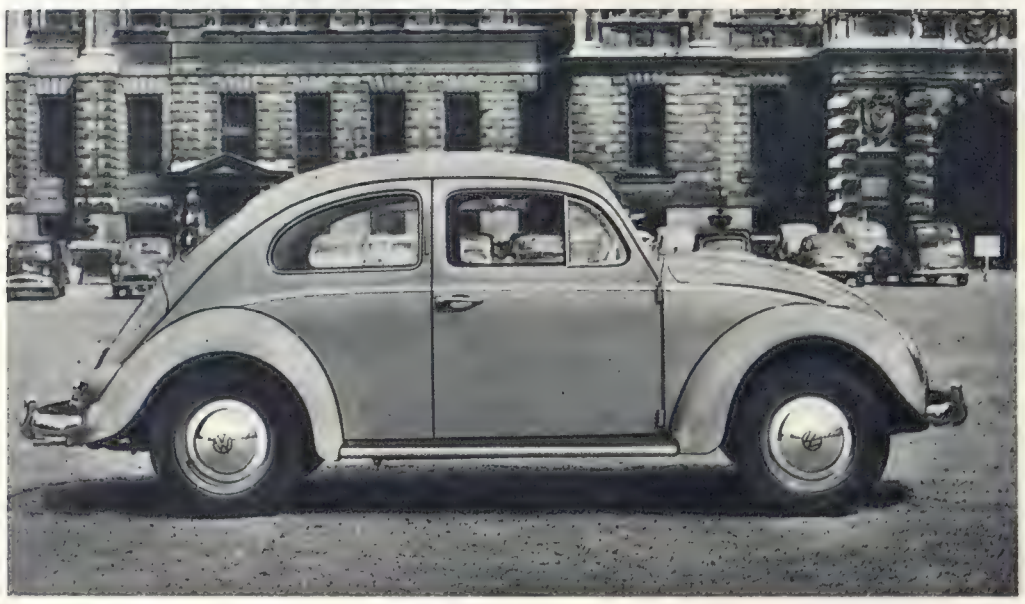
The Lucas Four Headlamp System. Two light units are recessed on each side of the vehicle, side by side

The head-rest, fitting on the back of the seat, exhibited by the Key-Leather Co. Ltd. Price £2 9s. 6d.

THE MOTOR SHOW



The Berkeley Bandit. This new two-seater sports car is fitted with disc brakes at the front and independent rear suspension. Price, including tax, £798 10s. 0d.



The Volkswagen de luxe. It has a new, more powerful engine and a fully-synchronised gear-box. There are a number of other improvements. Price, including tax, £716 10s. 10d.

The revolutionary type of spare wheel developed by Dunlop. When it is not inflated, the wheel is only 1 in. thick

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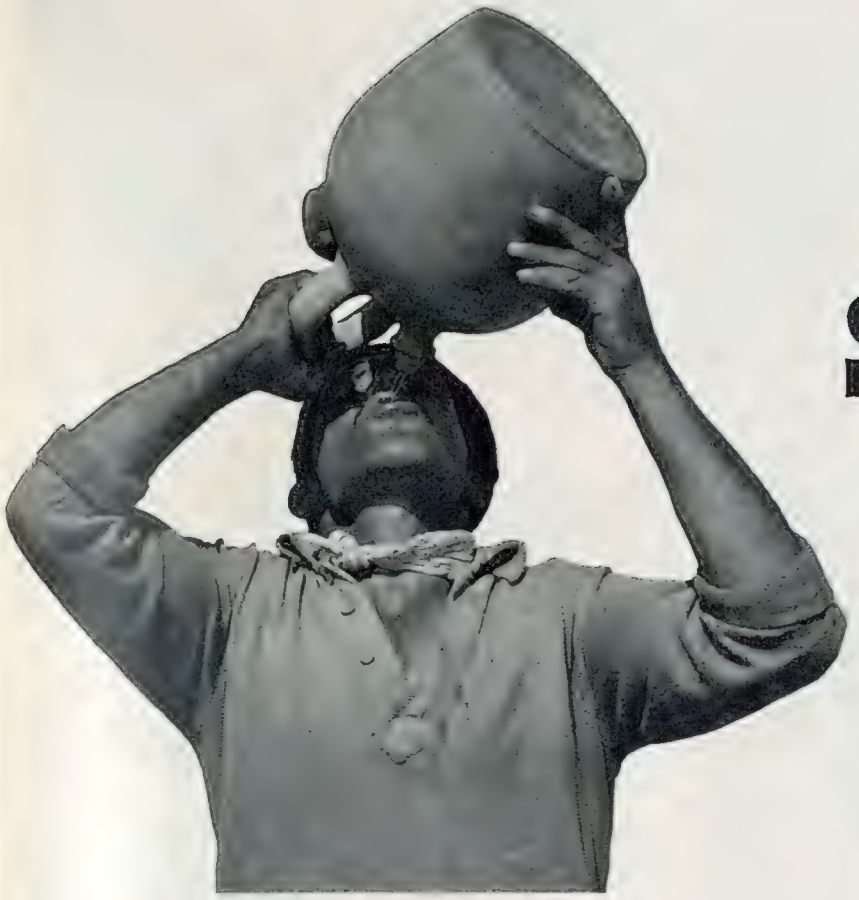

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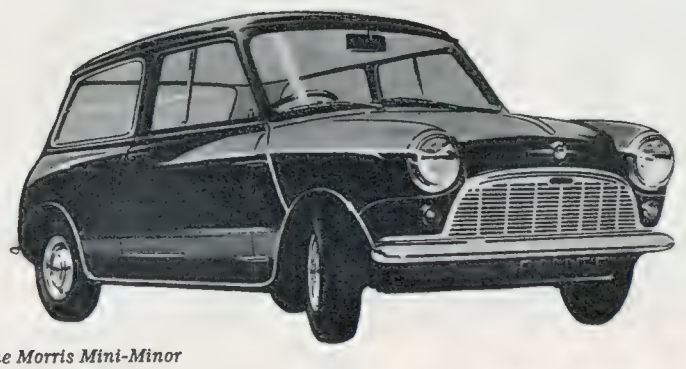
37

IN TOWN FOR THE SHOW ?



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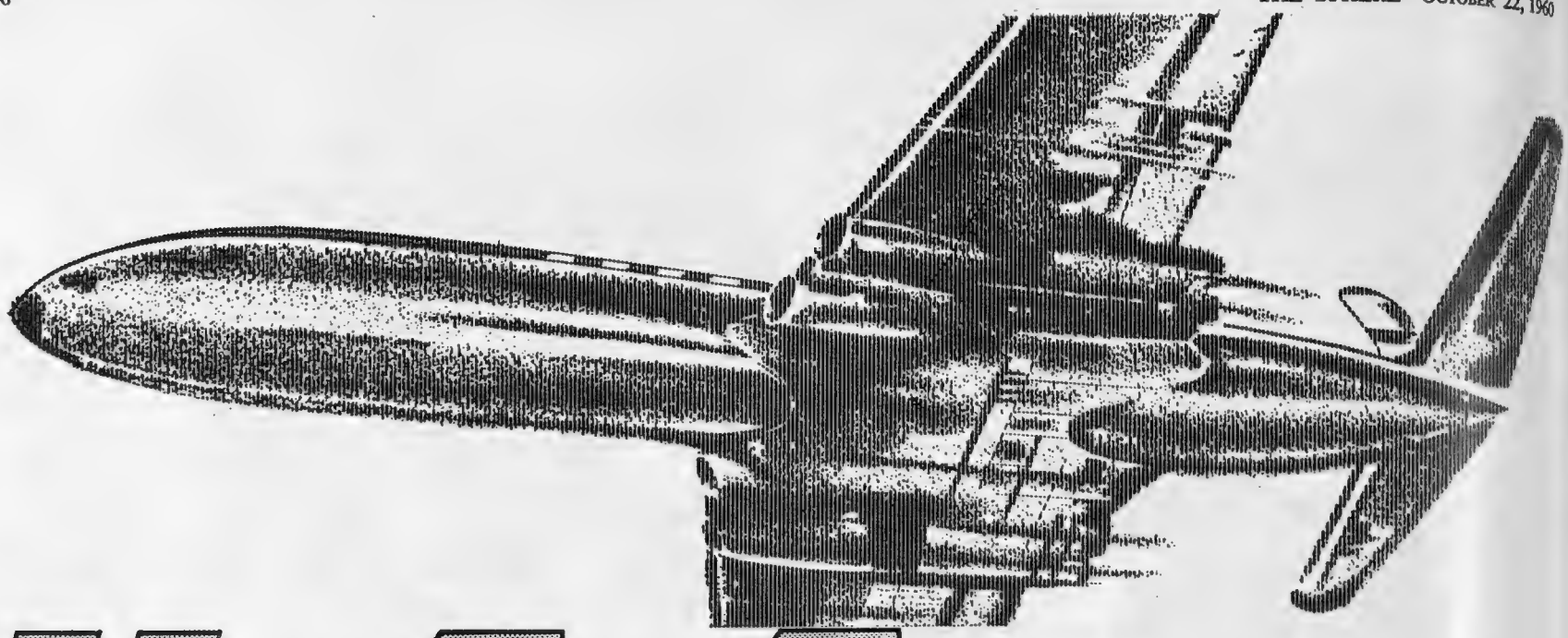

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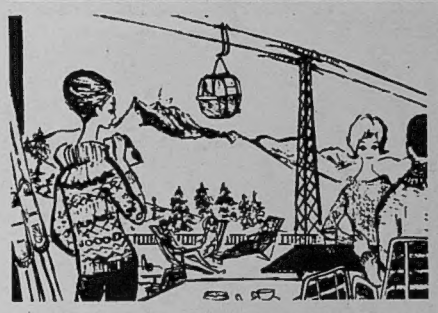

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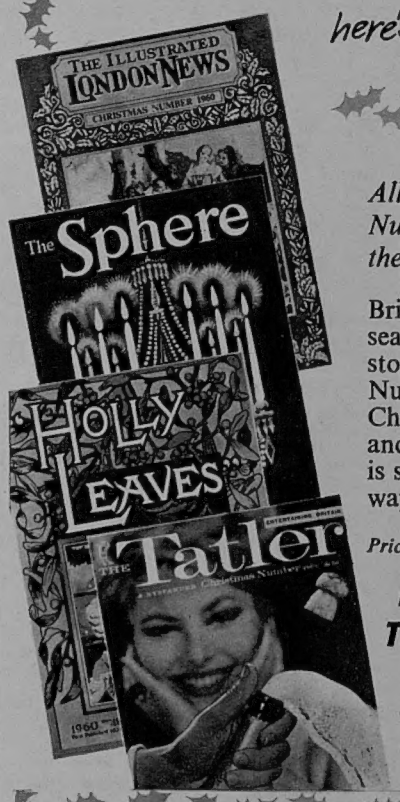

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IN QUEST OF GOOD HOTELS

ADVICE BY ASHLEY COURTENAY

Letters, accompanied by a stamped, addressed envelope for reply, should be addressed to him c/o The Editor, THE SPHERE, *Ingram House, 13–15, John Adam Street, London, W.C.2.*

WINTERING IN A BRITISH HOTEL has much to commend itself, for, while foreign travel may have climatic advantages, one has to weigh against that the cost of travel, the risk of illness and the high cost of medical attention abroad. Then, too, one has to realise that one will be divorced from friends, relatives and home ties.

There is no place like one's homeland, and I contend that, except for occasional holidays abroad, there is little to be gained by wintering in foreign climes. There are few plants that stand being transplanted except when very young and even then they are homesick for a bit! The next best thing to one's home—if upkeep and domestic problems have become acute—is not a flat or that modern cell-like bed-sitter called a flatlet, but an hotel where, for an agreed sum per week, one can assess to a nicety weekly expenditure in relation to income.

Under such conditions one has no responsibilities for rates, fuel, catering, or wear and tear—all are taken care of. In fact, the only thing needed is to keep oneself in good repair; and how much easier that is when worry is eliminated.

Naturally you must choose an hotel which is in tune with your way of life. If you are comfortably off you can do yourself proud by engaging a suite at say, the *Royal Bath, Carlton* or *East Cliff Court* Hotels, Bournemouth. Alternative suggestions are the *Burlington*, Folkestone, the *Bedford*, Brighton or the *Dudley*, Hove.

Yet the majority will have to weigh the cost carefully, so I will concentrate on hotels to suit those on receding fixed incomes.

The born Londoner generally wants to be in London or, as they put it to me, "within easy reach." Good residential accommodation in London at moderate prices is not as easily come by as it used to be. It is more paying for London hoteliers to concentrate on the tourist season which each year is extended. Other property owners are finding that the conversion of hotels into flats is more profitable and not such hard work.

Yet one can settle down comfortably in London in the winter months and I question whether you will find better value than at one of the *North Group* of Hotels situated in and around the Cromwell Road, South Kensington. If you have not been to one of them lately I feel you will be agreeably surprised at the "new look" they have taken on in both public rooms and bedrooms. Among the points I noticed were the light and restful corridors and the more companionable look to the bedrooms, built-in wardrobes, a bed unit which left good space for books, bedside light and telephone. No one need feel lonely in a North Hotel, for, on retiring for the night after a game of cards, watching television or a chat, one just picks up the telephone receiver and talks with one's friends without. As I write I have not their residential tariff in front of me, but naturally it varies according to the size of room (even the smallest ones can be made very cosy). However, I do recall, while discussing bed and breakfast terms recently with the General Manager, that he pointed out that if I were to stay for a period the *en pension* terms would be no more than the bed, bath and breakfast terms, which meant, in other words, I would not have to pay any extra for lunch, tea or dinner. Free meals in London! That sounds to me worth considering.

Those who write and tell me that they wish to reside "near London" should not consider mileage but time and distance. *Oatlands Park Hotel* (which also belongs to the North Group) is literally only an half-hour train journey from Waterloo. In fact, quite a number of commuters live at Oatlands with their families, for they know they are batting on a very good financial wicket. In fact it is said that it offers the best hotel value in England. There is no question of cramped quarters here for I reckon that, with 160 acres of grounds, every resident has the equivalent of over an acre apiece.

Other hotels which will welcome winter visitors with varying tariffs are *Bramley Grange Hotel* outside Guildford, *Burningfold Hall Hotel*, Dunsfold, near Godalming, *Bromley Court Hotel*, Bromley, Kent and *The Lodge*, Englefield Green, which stands in an elevated position between Egham and Windsor.

Thanks to the electrification of the Southern Railway one can nowadays live further afield and still be "within easy reach of London." Some may like the Tunbridge Wells area. Here, according to your purpose, choice can be made from *The Spa* and *Wellington* or the smaller *Harewood Hotel*, and, at Crowborough, *The Crest Hotel*. Another hotel I can most thoroughly recommend is *North Court Hotel*, Hassocks. It has a lovely garden and views and, though out of earshot, is only three minutes walk from Hassocks station with fast trains to Brighton and London. Also, the two ladies who own it are adept in providing appetising fare.

By the same token the Southern line makes it easy for anyone to reside on the Coast and still do some shopping or a matinee in London in comfort. Folkestone and Hythe can be recommended. At the former, if you have to budget carefully, make enquiries of the *Princes* and *Greystones* Hotels. In Hythe (train from Sandgate Junction)—*Stade Court Hotel*. At Eastbourne, choose from *The Chatsworth* or, at the other end of the Grand Parade, the *Wish Tower*. In Brighton my choice for you is *Neville House Hotel* or *The Curzon*, a Trust House. In Worthing, *The Beach, Mayfair, The Bath* or *Ashmount*.

Hastings, too, with adjacent St. Leonards, is within reasonable travelling distance of London and here I suggest the *Yelton Hotel* at the former and the *Royal Victoria* on the sea front (a Trust House) and *Clevedon Court*, in Warrior Square, at the latter.

Naturally I find it much easier to help country lovers who are not wedded to London, so perhaps another week I may be able to enlarge on the many attractive hotels up and down the country where, come what may in the way of weather, one can be snug and smiling indoors.

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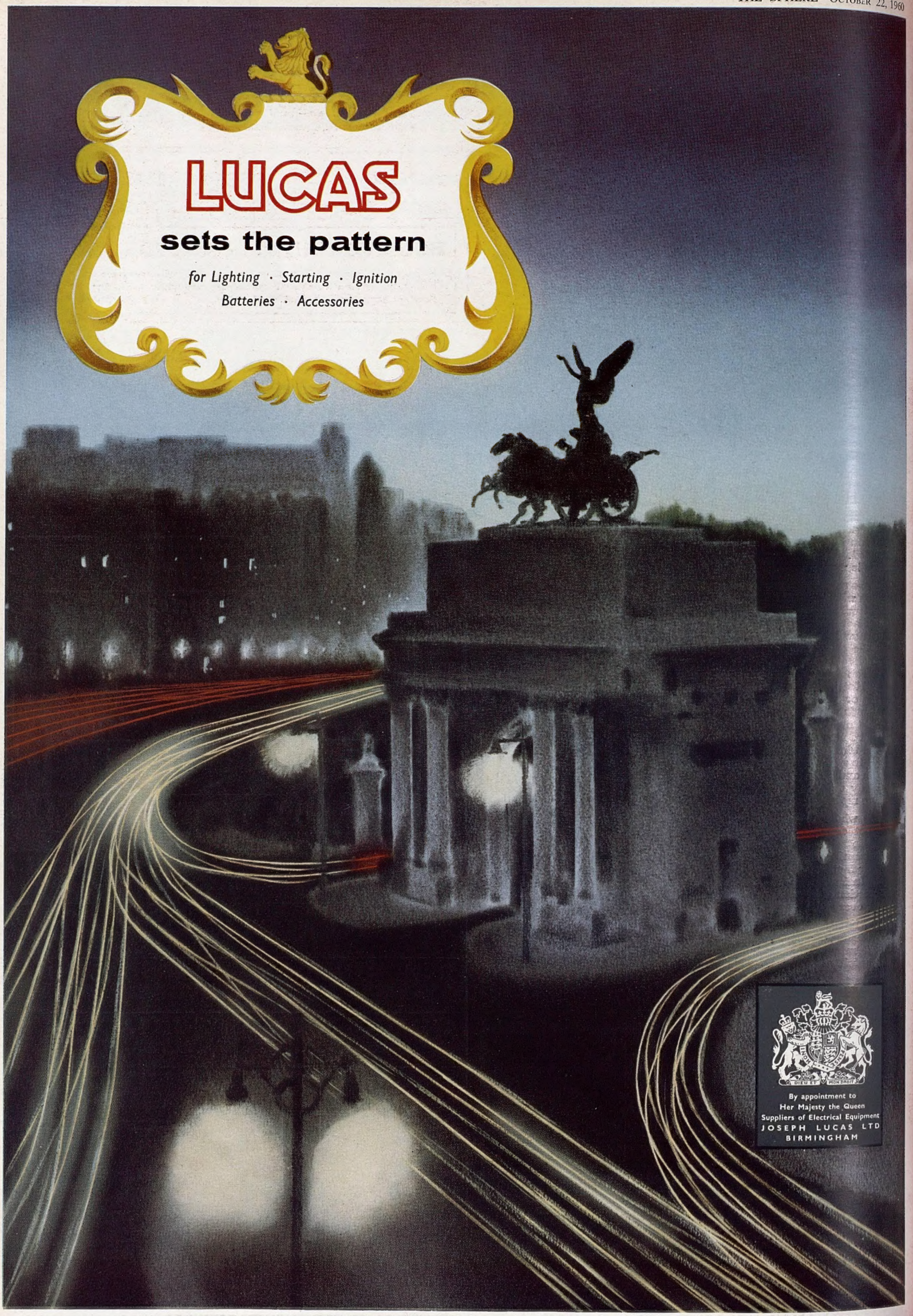

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